

The Mining Journal

AND ATMOSPHERIC RAILWAY GAZETTE,

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 554.—VOL. XVI.]

LONDON: SATURDAY, APRIL 4, 1846.

[PRICE 6D.]

MINE MATERIALS.—TO BE SOLD, BY AUCTION, at WOOLSON'S COLLIERY, near SAUNDERSFOOT, Pembrokeshire, on the 23d day of April next, ONE PUMPING-ENGINE, 30-inch cylinder, 6-foot stroke, with two boilers, 21 feet long and 54 diameter; about 40 fms. of pumps, 12-inch bore, including two working pieces of same size, lined with copper and brass.

ONE PUMPING-ENGINE, 18-inch cylinder, 4-foot stroke, with one boiler; about 30 fms. of 6-inch pumps, with brass working-piece and pole. This engine is fitted with a fly-wheel, about 5 tons weight, and spur gearing, and can be adapted for pumping or winding.

ONE WINDING-ENGINE, 18-inch cylinder, 34-foot stroke, with fly-wheel and drum, complete.

An UNDERGROUND PUMPING MACHINE, with 3-inch pipes complete; and a large assortment of coal waggons, tram plates, bar-iron, pit timber, elm balks, chains, both round and flat, wire ropes, windlass beams, horse gin, spur-wheels, 3-inch pipes, together with a large assortment of colliery stores.

The colliery is very conveniently situated for shipping, being within a few yards of the Saundersfoot Railway, and about a mile from the harbour of Saundersfoot, where vessels can load at any time. Saundersfoot is about four miles from Tenby, to which place steamboats from Bristol run twice a week.

The whole may be viewed at any time.

Apply to Thos. Stokes and Co., Hean Castle Collieries, near Saundersfoot, Pembrokeshire.

SECOND-HAND MINING MATERIALS FOR SALE.

J. E. MARE, IRON FOUNDER, PLYMOUTH.
16-inch plunger-pole, with case, stuffing-box, and gland
14-inch ditto ditto ditto
11-inch ditto ditto ditto
10-inch working barrel
11-inch door-piece and clack
14-inch wind-bore—9 feet
17-inch plain pumps—9 feet
17-inch H-piece and clacks
14-inch working barrel
Pair of wrought-iron loops, with cast gudgeon—about 10 cwt.
10-inch door-piece and clacks.

A set of iron work for a water-wheel, 34 feet wide, consisting of rings, cranks, sockets, chains, brasses, and bolts and nuts.

LOTHBROKE MINE.—TO BE LET, for a term of years, long or short, this well-conditioned and very rich lode of BLACK HEMATITE IRON ORE—averaging about 70 per cent. in its natural state, and which has been proved to make the best bar-iron and steel, equal to the purest foreign metal. The works are within an easy distance of the Bristol Channel, opposite to many large manufacturing towns in South Wales. The mine is in fair work at present, and can be entered upon without any large advance of capital (and will produce any quantity, however large), and is affected by levels, with scarcely any machinery. A MILL and FORGE is also to BE LET, adjoining. Further particulars, and the ore to be seen, by application to Messrs. Woolcott, Sandhill-park, Taunton, Somerset.—April 2, 1846.

IMPROVEMENT IN TREATING TIN ORES.—Messrs. POLKINGHORNE & CO. beg to acquaint ADVENTURERS, and OTHERS interested in TIN MINES, that they have just obtained HER MAJESTY'S LETTERS PATENT for the SOLE USE of a COMPOUND SOLUTION, effectually to CLEANSE TIN ORE from all extraneous metals—thereby increasing its value from £2 to £4 per ton. Messrs. P. and Co. will be ready shortly to supply the article from their manufacturing, **COPPERHOUSE, HAYLE, CORNWALL.**

In casks of 10 gallons each, which quantity is sufficient for a ton of ore.—Price 10s per cask, and license 5s. per ton of ore.—N.B. Every information can be obtained by applying at the patentee's offices, 12, Clement's-lane, London.—April 4, 1846.

WANTED, for the WEST OF SCOTLAND MALLEABLE COMPANY'S WORKS, MOTHERWELL, near Glasgow, a MILL MANAGER; also, a **FORGE MANAGER.**—Applicants may send their references and testimonials addressed to the directors, at their office, 46, Renfield-street, Glasgow.—March 30.

WANTED, FOR AN IRONWORK IN GERMANY, FOUR PUDDLERS, TWO REHEATERS, ONE BOILER PLATE ROLLER, and ONE HAMMERMAN.

Good wages will be given to steady workmen.—Application to be made, by letter, to the directors of the Nisterdale Iron Company, 10, Old Jewry Chambers, London.

MILLWRIGHT FOREMAN WANTED, to take the sole CHARGE and SUPERINTENDENCE of the steam-engines, slab-sawing, and other machinery and shops in connection therewith, of an extensive SLATE QUARRY, in the south of Ireland.—Applications, with full particulars of qualifications, to be made to Messrs. Palmer and Nettleship, 4, Trafalgar-square, London.

STEAM-ENGINES.—From 8 to 20-horse power ENGINES ALWAYS IN STOCK.
Apply to Mr. CAPPER, ENGINE-MAKER and FOUNDER, BIRMINGHAM.

STEAM COAL—WITHOUT SMOKE, as per experiments made at her Majesty's Dockyard, Woolwich.
CAMERON'S COALBROOK STEAM COAL, AND SWANSEA AND LOUGHOR RAILWAY COMPANY.—(Completely Registered and Incorporated.)
OFFICES—2, MOORGATE-STREET, LONDON.

The directors are now prepared to supply steam ship companies, manufacturers, shippers, and others, with the company's steam coal, either at the company's wharf at Swansea, or in London. A statement, showing by comparative trial the superiority of this coal for steam purposes over every other, and a scale of prices, may be had on application at the company's offices here, or at their wharf at Swansea.—March 18, 1846.

A VIEW OF THE COAL TRADE OF GREAT BRITAIN AND BELGIUM is now ON SALE, at Messrs. Simpkin, Marshall, and Co.'s, booksellers, London—price 7s.
By MATTHIAS DUNN, Mining Engineer, Newcastle-on-Tyne.

NOTICE TO THE PROPRIETORS AND SHARE-HOLDERS OF MINES, SMELTING-WORKS, &c.

Messrs. MITCHELL and FIELD beg to inform the PUBLIC, that they have REMOVED from No. 5 to No. 23, HAWLEY-ROAD, KENTISH TOWN, where they have erected a spacious LABORATORY, fitted expressly for the performance of all OPERATIONS CONNECTED WITH MINING.—Practical instruction to gentlemen in Assaying, Mineral Analysis, and Manufacturing Chemistry in general.

Assays and Analyses conducted as usual.

All communications to be addressed to Messrs. Mitchell and Field, assayers, No. 23, Hawley-road, Kentish Town.

PATENT FUEL COMPANY (WARLICH'S PATENT).

REDUCTION IN PRICE.
Private families and manufacturers will find this FUEL to be 25 per cent. more durable than the best coal—to be much cleaner than the best coal, and to emit less smoke than coal, and it makes a bright, pleasant, and cheerful fire.—Orders may be sent to the secretary; or to the company's works, Stowage, Deptford; or to the depot, at Messrs. Coles, Child, and Co.'s wharf, Belvedere-road, Lambeth. Price at Deptford Works, 20s. per ton, of 2400 lbs.; ditto Lambeth depot, 22s. Cartage from either place according to distance. This fuel may also be had of Messrs. W. and J. Horne, Falcon Wharf, Bank-side; and at the depot at Drace's landing wharf, Paradise-row, Chelsea.

WILLIAM NICHOLAS DE MATTEO, Secretary.

Patent Fuel Company, 15, St. Mary Axe.

UNIVERSAL GAS LIGHT COMPANY.—CONTRACTS TAKEN FOR LIGHTING UP, with a SUPERIOR GAS, and at a REDUCED RATE—towns, villages, lighthouses, dockyards, hospitals, theatres, public offices, manufacturing, printing-offices, prisons, barracks, railway stations, asylums, schools, and other large buildings, where the ordinary gas is not accessible.—Letters to be addressed to William Nicholson, secretary, 159, Drury-lane.

TO ENGINEERS, RAILWAY CONTRACTORS, MINING AGENTS, IRONMASTERS, AND OTHERS REQUIRING FINE GREASE FOR MACHINERY AND AXLES of every description.—JOSEPH PERCIVAL'S IMPROVED ANTI-FRICTION GREASE is—after trials on machinery and axles of every kind where constant friction is kept up—admitted to be the most useful, economical, and best preparation of the kind ever offered to the public.

References to scientific and practical men can be given, and testimonials show of its great excellence.—Samples forwarded on application at the manufactory, Green-street, Wellington-street, Blackfriars-road, London.

PAYNE'S PATENT PROCESS FOR THE PRESERVATION AND IMPROVEMENT OF TIMBER, &c.—PAYNE and LODGE beg to invite the attention of Engineers, Railway Companies, Architects, and others, to the ABOVE PROCESS, and to state that they are prepared to ERECT the necessary APPARATUS in any part of the United Kingdom, where the quantity is sufficiently large to cover the outlay of its removal.—Further particulars can be obtained at WHITEHALL WHARF, CANNON-Road, WESTMINSTER, or at their other stations—FLEETWOOD-ON-WYRE, LANCAIRE, UNION WHARF, SOUTHAMPTON, and WISBEACH, CAMBRIDGESHIRE, GUILDFORD, SURREY.

GRATIS.—A LIST OF PATENTS AND REGISTRATIONS FOR THE MONTH OF FEBRUARY, may be had (gratis) on application at the PATENT OFFICE, 69, CHANCERY-LANE, or will be sent free, by post, on receipt of two stamps, together with a Prospectus, containing charges and necessary information for PATENTS and REGISTRATIONS.—Further particulars may be had by applying to Messrs. Barlow and Le Caplain, the Patent Office, 69, Chancery-lane.

MINE MATERIALS.—I. T. TREGELLAS, QUAY, TRURO

presentable respects to MINERS, and begs to OFFER them the following GOODS, of good quality, and at the lowest market prices:—
IRON, including best SHROPSHIRE BARS, extra-refined CHAIN IRON, BOILER-PLATES, KIBBLE-PLATES, HOOPS, and SHEETS
STEEL of every description
COALS
GUNPOWDER and POWDER CANS
HEMP and WIRE CORDAGE
Best Scrap Chain, warranted
KIBBLES and WATER BARRELS
Nails of all kinds
SHEET LEAD, White Lead, and Red Lead
SHOVELS
Picks and Pick Moulds
Mallets and Mallet Iron
Saws and Hatchets
Shovel Blunts from 1s. per doz. to 5s. per doz.
Pick Blunts

MINING OFFICES, REMOVED FROM 16, CORNHILL, to 1, THREE KING COURT, LOMBARD-STREET.—Mr. R. TREDINNICK (of Cornhill), having established PRACTICAL AGENTS and CORRESPONDENTS in every MINING DISTRICT, whereby he obtains early and accurate information respecting MINES, proffers his services to capitalists and adventurers in the PURCHASE and DISPOSAL of SHARES. Mr. Tredinnick has business to do in the following MINES:—
Mary Ann West Selton East Gruffy
Trelawney North Pool Andrew and Nangiles
Herodsfoot
And is a BUYER of 1-99th Seaton, at £200.

THE PATENT SAFETY FUSE, FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the SAFEST, CHEAPEST, and most EXPEDITIOUS MODE of effecting this very hazardous operation. From many testimonials to its usefulness with which the manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c.:—"I am very glad to hear that my recommendations have been of any service to you; they have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this." Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Cornhill, Cornhill.

SLIGO AND SHANNON RAILWAY COMPANY.—This Bill having passed the Standing Orders and the Committee on Merits in the House of Lords, and also the Standing Orders of the House of Commons, without opposition, it is necessary, in order to conform with the Standing Orders of the House of Lords, to make a further deposit with the Accountant-General in Ireland of 5s. per cent., previous to the third reading of the Bill. The shareholders are, therefore, required to PAY to the under-mentioned bankers the sum of ONE POUND FIVE SHILLINGS on each of their shares, on or before the 15th of April next. The bankers' receipts for the same will, on presentation at the company's offices, be exchanged for new scrip.
The London Joint-Stock Bank; the Provincial Bank of Ireland; the Leeds Banking Company.
By order of the board, WILLIAM R. ORMSBY GORE, Chairman.
A. G. G. Secretary.
Winchester-house, Old Broad-street, London, March 25, 1846.

BY HER MAJESTY'S ROYAL LETTERS PATENT.
SMART'S ELIPTICAL CONVEX METALLIC PADDLE FLOATS, FOR PROPELLING STEAM-SHIPS.—The very great superiority of this invention over the common float, in all points, having been fully proved by its use on various steamers of from 90 to upwards of 200-horse power—and applications being made for licensing several iron steamers, from 70 to 300-horse power, the patentees confidently recommend it to the Government and the public generally.

Its superiority consists, in beauty of appearance, stability, durability, its property of greatly reducing vibration and undulation, inexpensiveness, powerful agency in checking a ship in chance of collision—and what is of the greatest consequence, giving an immediate increase of speed. All these must have a powerful influence, not only on steam propellers, but more especially on the minds of the steam-travelling public.

These floats can be easily applied to any wheel.

Applications for license (for which a fee of 10s. per horse-power is charged) to be made to the patentee, Mr. Robert Smart, 5, Grenville-place, Hotwells, Bristol, or his agents.

LONDON ASSURANCE CORPORATION.

ESTABLISHED BY ROYAL CHARTER, A.D. 1720.

The governors and directors of the London Assurance Corporation have greatly enlarged their system of life assurance, and invite public attention to their new prospectus. The following rates will be found to bear comparison with those of any firmly-established and unobscured office.

ANNUAL PREMIUMS FOR THE ASSURANCE OF £100.

Age.	PARTICIPATING.	NON-PARTICIPATING.
16	£1 10 9	£1 12 7
20	2 0 2	1 15 11
25	2 10 8	2 5 11
30	3 5 1	3 0 0
35	4 10 7	4 5 7
40	6 12 5	6 5 11
45	8 4 11	7 16 9

The rates for all other ages, and a detailed prospectus, containing their very liberal conditions, and the rates under their nine other tables, may be had on application at their OFFICES, 7, ROYAL EXCHANGE, CORNHILL—10, REGENT-STREET; and of any of the corporation agents in Great Britain and Ireland.

FIRE ASSURANCES are effected at the LOWEST RATES, and MARINE ASSURANCES at the CURRENT PREMIUMS of the day. JOHN LAURENCE, Sec.

GREAT BRITAIN MUTUAL LIFE ASSURANCE SOCIETY, 14, WATERLOO-PLACE, LONDON.

THE CHISHOLM, Chairman WM. MORLEY, Esq., Deputy-Chairman

HALF CREDIT RATES OF PREMIUM.

The attention of ASSURERS is particularly directed to the Half Credit Rates of Premium, by which means assurances may be effected, and loans for short periods secured with the least possible present outlay, and at a less premium than for short terms only, and with the option of paying up the arrears and interest—thus becoming entitled to participate in the whole of the profit of the institution.

Extract from the Half Credit Rates of Premium.
Age 20. Age 30. Age 40. Age 50. Age 60.
£17 10 £1 1 1 £1 8 2 £2 1 0 £3 4 2

Thus £1000 may be assured at the age of 30 by the annual payment of £10 10s. 10d. or the first five years.

The whole of the profits divided ANNUALLY among the members, after payment of five annual premiums.

An ample guaranteed capital, in addition to the fund continually accumulating from premiums, fully sufficient to afford complete security to the policy-holders.

Members assured to the extent of £1000 entitled (after payment of five annual premiums) to attend and vote at all general meetings, which will have the superintendence and control of the funds and affairs of the society.

Full particulars are detailed in the prospectus, which, with every requisite information, may be obtained by application to A. R. IRVINE, Managing Director.

SEYSEL ASPHALTE COMPANY—CLARIDGE'S

PATENT.—ESTABLISHED MARCH, 1838.

FOR WORKING THE MINERAL ASPHALTE ROCK OF PYRMONT SEYSEL, A Bituminous Rock, situated on the Eastern side of the Jura.

PRINCIPAL DEPOSITS:

ROUEN, MARSEILLES, AND STANGATE, Surrey Side of Westminster-bridge, London.

The ASPHALTE OF SEYSEL has been EXTENSIVELY USED, since March, 1838, for the following useful purposes:

FOOT PAVEMENTS (public and other)

KITCHEN FLOORS

BASEMENTS—where it is essential to keep damp from rising

GARDEN WALKS AND TERRACES

CARRIAGE DRIVES

COACH-HOUSES AND STABLING

DOG KENNELS

BARN FLOORS

TUN ROOM FLOORS

Note.—The Seyssel Asphalt Company are prepared to enter into special contracts for the execution of railway work, and other public works of magnitude.

I. FARRELL, Secretary, Seyssel Asphalt Company, Stangate, London.

PATENT IMPROVEMENTS IN CHRONOMETERS.

WATCHES, AND CLOCKS.—E. J. DENT, 82, Strand, and 33, Cockspur-street, watch and clock maker, BY APPOINTMENT, to the Queen and his Royal Highness Prince Albert, begs to acquaint the public, that the manufacture of his chronometers, watches, and clocks, is secured by three separate patents, respectively granted in 1836, 1840, 1842. Silver lever watches, jewelled in gold cases, 5s. each; in gold cases, from 25 to £10 extra. Gold horizontal watches, with gold dials, from 5s. to 12s. each.

DENT'S PATENT DIAPHRAGM, or meridian instrument, is now ready for delivery. Pamphlets containing a description and directions for its use 1s. each, but to customers gratis.

PAUL RABEY, Jun., and CO., beg to acquaint their London and Cornish friends, that they have OPENED an OFFICE at No. 12, COPTHALL-COURT, LONDON. Having been pronounced the support of a very numerous and highly respectable connection, both in London and Cornwall, they have much pleasure in offering their SERVICES as MINE and SHARE BROKERS—assuring all those who may favour them with their commissions, that prompt attention, energy, and strict integrity shall form the basis upon which all transactions will be conducted.

MR. H. B. RYE (from Cornwall), MINE AND RAILWAY SHARE AGENT, 80, OLD BROAD STREET, LONDON.

THOS. P. THOMAS, of the late firm of RYE and THOMAS, MINE AGENT, AND DEALER IN RAILWAY AND OTHER SHARES, 80, OLD BROAD-STREET, LONDON.

JAMES LANE, SHARE AGENT, HALL OF COMMERCE, LONDON.

WILLIAM TRENEY, DEALER IN RAILWAY AND MINING SHARES.—ESTABLISHED TEN YEARS. OFFICES, No. 50, THREADNEEDLE-STREET, LONDON.

WILLIAM FOX AND SON, No. 53, CASTLE-STREET, LIVERPOOL, have always on SALE, PIG-IRON, RAILWAY BARS, CHAINS, and IRON of every description.—TIN PLATES, WIRE, &c.

MESSRS. LAMOND, SMALE, and LAMOND'S PUBLIC SALE OF RAILWAY SHARES, &c., are HELD, at the Hall of Commerce, Threadneedle-street, every TUESDAY and FRIDAY, at One o'clock precisely.—Orders received until Four o'clock of the day prior to sale.—London, April 3, 1846.

LAMERHOOE WHEAT MARIA.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the adventurers in this mine will be HELD at the offices of the secretary, 4, King-street, Cheapside, London, on Thursday, the 16th day of April next, at Two o'clock in the afternoon precisely, for the purpose of receiving a report from the finance committee, and to make a call for the payment of the mine, and other necessary expenses for the prosecution of the mine, when the attendance of all the adventurers is particularly requested. G. W. SNELL, Purser. Dated Callington, March 27, 1846.

IMPERIAL BRAZILIAN MINING ASSOCIATION, Winchester-house, Broad-street, London, April 1, 1846.—Notice is hereby given, that the TRANSFER BOOKS will CLOSE on the 15th inst., and RE-OPEN on the day after the general meeting in May, of which due notice will be given. GEORGE THOMAS, Acting Director.

OFFICE OF THE GOVERNOR AND COMPANY OF COPPER MINERS IN ENGLAND. Old Broad-street, London, March 18, 1846.—The Court of Assistants of the Governor and Company of Copper Miners in England hereby give Notice, that the ANNUAL GENERAL COURT for the election of governor, deputy-governor, and assistants for the ensuing year, will, pursuant to the charter, be HELD at the office of the company, No. 574, Old Broad-street, on Wednesday, the 8th of April next, at Twelve o'clock precisely.—They further give Notice, that such general court will likewise be on special affairs. By order of the Court of Assistants, W. INGLIS, Secretary.

NISTER DALE IRON COMPANY.—PREFERENCE SHARES.—This company has now commenced its operations, and it is proposed to declare a dividend on the 31st December next. A limited number of shares, of £25 each, remain to be disposed of; and the directors are empowered to guarantee the holders of such shares a DIVIDEND, at the rate of 25 per cent. per annum, upon the amount of capital paid up on such shares, for the term of three years next after they are subscribed for.—Applications to be addressed to the directors, at the office of the company, 10, Old Jewry Chambers, London, where the form of application, and all information respecting the company, may be obtained.

NISTER DALE IRON COMPANY.—Notice is hereby given, that an EXTRAORDINARY GENERAL MEETING of the proprietors of shares in this company will be HELD at the office of the company, 10, Old Jewry Chambers, in the city of London, on Friday, the 17th day of April inst., at One o'clock precisely, for the purpose of confirming the resolutions passed at the extraordinary general meeting, held on the 31st day of March last.—Dated April 1, 1846. GEO. HUME, Clerk.

PATENT GALVANISED IRON COMPANY.—At a Meeting of the proprietors of this company, held at the offices, 3, Mansion-house-place, London, on Tuesday, the 31st March, 1846, the following resolutions were adopted:—

- Resolved.—That the report of the directors, and the accounts now submitted, be received and entered on the minutes.
- Resolved.—That this meeting, deeply impressed with the great importance of complete railway communication between the company's works in Wales, the manufacturing districts, and the ports of the Bristol Channel, confirms and approves of the subscription by the directors, on behalf of the company, for 1000 shares in the Llynvi Valley and South Wales Junction Railway, appoints the directors trustees to hold the said shares on behalf of the company; and authorises them to do all necessary acts in pursuance of the engagements into which they have entered in respect of the same.
- Resolved.—That a dividend, at and after the rate of 8 per cent. per annum, free of income tax, be declared for the half-year, ending 31st Dec., 1845, on all shares entitled to the same, and that the same be made payable on and after the 30th April next.
- Resolved.—That John Field, Jun., Esq., be re-elected a director of this company.
- Resolved.—That Wm. Mallins, Esq., be re-elected a director of this company.
- Resolved.—That the Rev. Thos. G. Hall be re-elected an auditor of this company.
- Resolved.—That D. R. McNab, Esq., be re-elected an auditor of this company.
- Resolved.—That the best thanks of the meeting be given to the chairman, directors, and managers, for the ability with which they have conducted the affairs of this company to the present time.
- Resolved.—That the thanks of this meeting be given to the Rev. Thos. G. Hall and D. R. McNab, Esq., for their services as auditors of this company.

The Deed of Settlement is completed, and would have been laid before the meeting for execution, but has been detained by the Registrar of Joint-Stock Companies; it will, however, it is confidently expected, be ready for execution previous to the payment of the dividend on the 30th proximo.

3, Mansion-house-place, London, March 31, 1846. S. VINCENT, Secretary.

CALLINGTON MINING COMPANY.—RESOLUTIONS passed at the Special General Meeting of the shareholders in the Callington Mines Company, held at the office of the company, 44, Finsbury-sq., on Monday, March 30, 1846.

- Proposed by Mr. F. Cass, and seconded by Mr. Herron, That the report of the committee, read at this meeting, be adopted.—Carried.
- Proposed by Mr. F. Cass, and seconded by the Rev. Dr. Sleath, That the accounts submitted at the annual general meeting, held on the 6th of March inst., be adopted.—Carried.
- Proposed by Mr. John Field, and seconded by Mr. F. Cass, That a committee of five shareholders be appointed to revise the Rules and Regulations of the Company, and to report thereon to a special general meeting, to be convened for the purpose of making such alterations in, and additions to, the present rules, as the shareholders shall at such meeting determine upon.—That it be a special instruction to the committee to consider and report upon such of the recommendations embodied in the report of the committee of shareholders, presented this day, as they shall deem advisable.—Carried unanimously.
- Proposed by Mr. F. Cass, and seconded by Mr. Hammond, That the following gentlemen do form the committee—three to be a quorum:—Messrs. Field, Tyrie, Andrew, Fearon, and James.
- Proposed by Mr. F. Cass, and seconded by Mr. Morant, That a special general meeting be convened for Tuesday, the 21st of April next, at One o'clock, to consider the report of the committee appointed to revise the present Rules and Regulations of the Company, and to determine on, and adopt, such alterations and additions to the same as the meeting shall think fit.—That the said meeting shall also be made special, for the election of directors; the number of directors so to be elected to be in accordance with the number to be determined on by the said special meeting.—Carried unanimously.

VENTONGIMPS MINING COMPANY.—The undersigned having arranged with the directors of the late Cornubian Company for taking over the machinery and plant, as also the Ventongimps sets, for the purpose of working these sets by a new company, to be called the VENTONGIMPS MINING COMPANY, formed and managed by a committee of shareholders on the cost-book system, and composed of 1000 shares, hereby give Notice to the HOLDERS OF CORNUBIAN SCRIP SHARES, that any of them holding more than three shares, and desirous of joining this new company, may obtain ONE Ventongimp share for every such three shares, by application (in the form at foot of this advertisement), sent to the office of Mr. James Hay, 4, Anastasia, London, on or before the 29th April next, after which day the allotment of new shares will be made, irrespective of the preference above named.

London, March 27, 1846. (Signed) JAMES HAY, ABRAHAM LINDO MOCATA, GEORGE MACKAY.

FORM OF APPLICATION.
Gentlemen,—With reference to your advertisement of the 27th of March last, and being a holder of Cornubian scrip shares (the dates and numbers of which I hereby submit), I beg to apply for the allotment of shares in the Ventongimps Company, and I engage, on receiving the same, to subscribe to such rules and regulations as the committee of management may approve of.

I am, Gentlemen, your obedient servant, To Messrs. James Hay, A. L. Mocata, G. Mackay.

Mining Correspondence.

ENGLISH MINES.

BARRISTOWN.—March 27.—We have intersected the lode in the winze, sinking under the 12 fm. level, west of flat-rod shaft; it produces 2 tons per fm., and I suspect a part of the lode is still unexplored. The 18 fm. level end west is worth 60l. per fm., and the eastern end at this level is worth 45l. per fm.; the lode in the eastern end, on middle lode, is still poor, but producing some stones of lead and gossan. The crusher is completed, with the exception of sweep rod and crank, which, with some alterations in engine, and fixing balance-bob underground, will occupy us the next fortnight. We have again commenced sinking Nanglo's shaft.—**THOMAS ANGOVE.**

BEDFORD UNITED.—March 31.—At Wh. Marquis, the lode in the 80 fm. level east is 18 in. wide, composed of spar, mundic, and ore. In the 70 fm. level east we are still driving north; the lode in the stopes, in the bottom of this level, is worth 14l. per fm. The lode in the 58 fm. level east is 3 ft. wide, and worth 9l. per fm. At Ding Dong there has been no lode taken down. At Wh. Tavistock, in Phillips's engine-shaft, and 35 fm. levels east and west, there is no alteration of importance. In the south engine-shaft we are carrying about 5 ft. of the lode, which is producing some good stones of grey copper ore—altogether a very promising lode indeed. We weighed at Morwellham, on Friday last, January ores, 100 tons 10 cwt. 2 qrs.; and sampled February ores, computed 100 tons.—**JAMES PHILLIPS.**

CALLINGTON.—March 30.—The north engine-shaft is sunk 94 fms. below the 90 fm. level; at this level, both north and south, the ends continue productive, leaving backs that will work at a moderate tribute. In the 80 fm. level the lode is 1 ft. big, composed of carbonate of iron, intermixed with silver-lead ores. In the 70 fm. level, driving north, the lode has a very promising appearance, worth 7l. per fm.; in the south end the lode is small, producing silver-lead ores. The tribute pitches, on the copper lode, at this level, are looking well. At the south mine, we have suspended operations in Johnson's engine-shaft, until we have fixed a plunger lift at the 112 fm. level, some of the castings for the same not being ready; at this level, driving north, the lode is much disordered by hard floors of quartz, producing silver-lead ores. In the 100 fm. level, driving south, the lode is of a very promising character, leaving backs that will work at 8s. in the 1l., on the value of the lead; the north end is also driving through good tribute ground. In the 90 fm. level, driving south, the lode is worth 15l. per fm.; in the north end the lode has not been taken down. We are about to commence sinking a winze in the 100 fm. level, for the purpose of giving better ventilation to, and opening tribute ground, at the 112 fm. level. Our last parcel of silver-lead ores, 94 tons, have sold at 21l. 2s. per ton.

CONSOLIDATED TRETOIL.—March 30.—The lode in Henwood's shaft, sinking under the 70 fm. level, is 15 in. wide, producing good stones of ore. In the 70 fm. level west, the lode is 9 in. wide, producing a small quantity of ore. The lode in the 70 east is 15 in. wide, opening ground for tribute. In the rise in the back of this level, the lode is 1 ft. wide, saving work. The lode in the winze in the bottom of the 60, sinking on this rise, is 1 ft. wide, a good ore lode. Williams's shaft is beat down to 60 fm. level; this will enable us to resume the driving the 60 fm. level west, which we shall do after cutting the platt; this end must be driven as fast as possible. In the cross-cut south of Russell's shaft, we have intersected Tregilla's lode, which is underlying north, and is about 15 in. wide, composed of capel, spar, and stones of yellow ore—we have only just cut through it.—**H. WILLIAMS.**

EAST TAMAR CONSOLS.—March 30.—At Whitson, our men have cut down the ground in Hitchins's engine-shaft, and put in dividing casing, timber, and all the necessary work, &c., for the whim kibble to work down to the 46 fm. level. In the 36 fm. level the lode is 2 ft. wide, worth 6l. per fm. At the south shaft, the stopes at the 36 fm. level, south of the shaft, is a promising lode, producing good work. In the back of the 20 fm. level we have set two new pitches—one at 10s. in the 1l., and the other at 9s. 11d., for lead only. At Furzehill, at the 30 fm. level, the lode in the stopes south is very much improved, producing good work.—**B. ROBINSON.**

GREAT WHEEL MARTHA CONSOLIDATED.—March 28.—In handing up our annual report on these mines, we beg, in the first place, to present you with a statement of the ground opened, both in the old and new mine, during the last 12 months, which is as follows:—Old mine, 85 fms. 1 ft. 3 in.; new mine, 294 fathoms 9 inches—making a total on tutwork of 379 fathoms 2 feet. We have costeaed 147 fathoms, and opened ground for new engine-shaft, bobs, &c., 73½ fathoms. We have to lament, that it is not in our power to give you an encouraging report on the old mine—nothing having been discovered to warrant our recommending you to prosecute the works further above the 70 fm. level. The 40 fm. level has been extended west nearly 40 fms., and several cross veins have been intersected—but neither of them has had the least effect of enriching the copper lode; the water, too, being of a lower temperature than it is in any other part of the mine, and not holding any metallic substance in solution, we considered it proper to stop working it. The lode in the back and bottom of the 60 fm. level west, is large, and it has produced some good stones of ore; but sufficient has been done on it to convince us, that much ore will not be found in this direction; the 60 east has a better appearance. We had hoped that the 90 fm. level would ere this have been driven under the shoot of ore of the former working; but, having cut a stream of water, which our machinery was inadequate to keep down, we were reluctantly compelled to abandon our operations. It is our opinion that, although the lode in this part might have been poor in one level, the ore ground will be found continuous and productive in depth; and the 90 east being under 30 fms. of unexplored ground, is a most important point to develop. The lode here is about 12 ft. wide, containing a small quantity of rich ore. The temperature of the water, issuing from the eastern part, is several degrees higher than that of the western; should the water decrease (and we expect it will), this piece of ground might be effectually tried in three months.—At the new mine, we are happy to say, that our prospects will fully justify our having recommended you to erect efficient machinery to open on, and to explore this lode effectually, which, if being done in a spirited and proper manner, we have not the least doubt of ultimate success; the lode has been opened on in the 10 fm. level nearly 100 fms., and that of the 20, upwards of 60 fms. horizontally, and no part of it has been without copper; the rock, too, through which it traverses, is of the most promising description. We commenced stoping the back of the 10 fm. level on tribute last month (February), when one man and a boy raised, in five weeks, 80 tons of ore—the lode having produced 10 tons of ore per fm. This pitch has been worked during the present month at 7s. in the 1l., the tributers to pay the cost. It has not produced much ore this week, in consequence of the tributers having met with, and stopped, a layer of iron pyrites; we are confident, however, that an improvement will very soon take place. Men have also commenced stoping the back of the 20—the result of which shall be made known to you in our next report. We would here observe, that the ore raised, and prepared for market, is not of a high produce, in consequence of it being combined with a large proportion of arsenical iron, which cannot be separated advantageously at present. The ore, almost free from mundic, is of a superior quality, producing from 10 to 30 per cent. of copper. It is highly probable, that such large quantities of mundic will not be found at any considerable depth. We have seen several lodes, the compositions of which were similar to this near the surface; but the mundic was not so formed in deeper levels. The lode in the 20 fm. level is 12 ft. wide, but it is not so strongly mineralised as it is in the western level, from which, and from the following experiments, it would appear, that the most productive ground lay between both mines. From a statement of the temperature, and produce of water taken from the ends of the levels, it is shown that the temperature of the water in the western part of the old, and the eastern part of the new mine, is not so high, nor does it contain so much copper as in the other places. The new engine-shaft is in course of sinking, below the deep adit level; the pitwork is being fixed, and the engine will be set at work in a fortnight from this time. Every preparation had been made to accomplish this object several months since; but you are aware that the iron founders, who have had so much work on their hands, have not been able to fulfil their engagements—hence the delay. We sampled, at Calstock, yesterday, 75 tons of copper ore, and are now preparing another parcel for market.—**J. PRINCE. T. PENALUNA.**

GUNN'S LAKE.—March 31.—At Chilworthly, the lode in Bailey's engine-shaft (now 5 fms. 2 ft. under the adit level), is 2 ft. wide, composed of gossan and spar, with spots of black copper ore, very kindly. The men have been kept shodding on the course of the supposed middle lode west; they are, however, for the present shodding north and south in pursuit thereof, it having been intersected and thrown by a cross-course; the lode, as laid open in the pits, is on an average 18 in. in width, principally gossan and spar. There are four men employed sinking a shaft on some old workings in the western part of the sett, in which good stones of tin are occasionally met with. The south lode, in the costean pits west is about 18 in. wide—gossan and spar.—**W. RICHARDS.**

HOLMBUSH.—March 31.—Hitchins's engine-shaft being communicated to the rise over the 120 fm. level we shall lose no time in squaring down the shaft, and cutting plat, &c. In the 110 fm. level, west of Hitchins's shaft, the lode is 15 in. wide, and worth 18l. per fm. In the 100 fm. level, west of ditto, on the north part, the lode is 20 in. wide, and worth 30l. per fm.; in the 100 fm. level west, on south part, the lode is 12 in. wide, producing stones of lead ore; at the same level, driving south, the lead lode is 5 ft. wide, composed of spar, prlan, and spots of lead; in the rise, over this level, the lode is 4 ft. wide, composed of spar and prlan, with small strings of lead; in driving south, at the 100 fm. level, from Elapjack lode, the ground is more favourable for driving, and the end very wet; the water is issuing from this level with great force, which makes us think there is more lode further south than the present end, and very near; we shall continue this cross-cut further south, in order to prove it. The lode in the winze, sinking below the 90 fm. level, on lead lode, is 2 ft. wide, composed principally of flookan and spar, with spots of lead only; the lode in the 80 fm. level, on the south part, is worked south by a small slide; the lode against the slide is 10 in. wide, and worth 10l. per fm. The ground in the 62 fm. level, driving south, is much the same as last reported. We are clearing out

the 80 fm. level, west of Hitchins's shaft, to prepare for cutting through the lead lode. We weighed at Calstock Quay, on Friday last, Feb. ores, 95 tons 16 cwt. 2 qrs., and sampled March ores, computed 115 tons.—**W. LEAN.**

HANSON.—March 30.—At Treza, our sumpmen are driving the 22 fm. level east of engine shaft, on Stainsby's lode; lode 2 ft. wide, with some ore; they are also rising from the 22 fm. level against the sump-whim-shaft, in which the lode is 3 ft. wide, with some ore. At the 12 fm. level, east of the engine-shaft, on Stainsby's lode, the lode is 3 ft. wide, with some ore; at the west end, at the same level, the lode is small and unproductive, and suspended for the present, and the men are now put to drive a cross-cut south, near the present end. At Hanson we have not cut the lode at the 64 fm. level, but expect to do so soon. At the 54 fm. level, west of Hanson engine-shaft, on Ribb lode, the lode is 2 ft. wide, composed of mundic, peach, and iron—a kindly lode, but poor for ore.—**Z. WILLIAMS.**

HAWKMOOR.—March 31.—There has been no lode taken down in the south engine-shaft. The western engine-shaft, and the 15 fm. level, west of Hitchins's shaft, is suspended for the present; the lode in the 15 fm. level, east of Hitchins's shaft, is 2 ft. wide, much as last reported.—**P. RICHARDS.**

LANIVET CONSOLS.—Elizabeth's shaft has been sunk this past month 1 fm. 1 ft. 6 in., ground hard. The 70 fm. level east, driven 2 fms. 2 ft. 6 in., lode about 2 ft. wide, unproductive. The 70 fm. level west, driven 4 fms. 6 in., lode about 2½ ft. wide, kindly. The 60 fm. level east, driven 4 fms. 1 ft. 6 in., lode about 3 ft. wide, with a kindly leader 1 ft. wide; this end is somewhat improved since our last. The 30 fm. level west, driven 5 fms. 3 ft., lode about 3 ft. wide, with a small branch of ore. We have set a rise against the whim shaft (which should we cut down the water)—we hope to hole soon.

NANT-A'R-NELLE MINE.—March 28.—In the old mine, near the summit of the mountain, on the north and south lode, which have yielded such large bodies of lead, I find there are several courses of ore gone down in the bottom levels; the north end is still continued; the south end waits the holing of a winze to give air, when it is intended to resume the driving. The deep adit is driving upon the course of the middle one, of three parallel east and west lodes, from which, when sufficiently into the mountain, it is intended to cross-cut the other lodes on each side; this adit, being intended to carry a railway, is carried 6 ft. 5 in., by 4 ft., and is upon a most beautiful lode of gossan, prlan, and flookan, larger than the end, and which, when it falls into the junction of the north and south lode, will effectually prove the mine, and where there is every reasonable prospect of a large deposit of ore; this level being 80 to 100 fms. under the old mine, will, therefore, give a cheap and lasting concern.—**JOHN SEIMENS.**

NORTH WHEEL ROSE.—March 30.—Since my last report of the 23d ult., the lode at the 60 fm. level has been cut, but from the nature of the ground, and the pressure of water, the level was immediately filled, and it became necessary to take up a side level; the water has now drained from the lode, and on Saturday 3d. of it had been seen—its character is much the same as at the level above; and I would hope that, as the summer advances, we shall be enabled to take it away without risk, and at less tribute, than that at which the last level has been worked. Several trifling accidents to the engine during the present month have delayed the sinking of the engine-shaft; we expect to commence driving towards the lode very shortly. The losses of the last three months have been so severe, and have produced such an increase in the expenditure of timber, that I shall be under the necessity of calling on the proprietors for some assistance during the coming month.—**W. CARNE.**

SILVER VALLEY.—March 30.—I beg to say, that the tin lode in the 90 fm. level, driving west, is 3 ft. wide—2 ft. of which is good work for tin; in this level east the lode is 1 ft. 6 in. wide, composed of spar, capel, and mundic. The lode in the 20 fm. level west is 1 ft. wide, composed of capel, spar, and peach. At the south shaft the water is now forced 8 fms. below the 30 fm. level; this level is cleared 13 fms. east on the course of the silver lode, which will average about 1 ft. 3 in. wide, composed of flookan, spar, and peach. The cross-cut we have commenced driving by four of the shaftmen, while the other two are engaged in the shaft fixing footway. The 20 fm. level is cleared 10 fms. east, and the lode is 1 ft. wide, composed chiefly of flookan and killas. The silver lode in the shaft at Wh. Sisters is without any important alteration.—**S. RICHARDS.**

TAMAR SILVER-LEAD.—March 30.—The engine-shaft is down about 4 fms. below the 145 fm. level. The sumpmen are engaged fixing a plunge at this level; in the end, at this level, the lode is 6 in. wide—unproductive. In the 135 fm. level the lode is 1 ft. wide, composed of killas and ore—good work. In the 125 fm. level the lode is 18 in. wide, producing work of a promising description. In the 115 fm. level the lode is disordered by slide courses. In the 105 fm. level the lode is 6 in. wide, composed of can and ores. In the 95 fm. level the lode is 2 ft. wide, 6 in. of which is work of a coarse quality. We hope to sample on Friday, the 3d. of April, 90 tons of rich silver-lead ore. At North Tamar, in the 60 fm. level, the lode is 18 in. wide, composed of capel and ore—good work. In the 30 fm. level the lode is 2 feet wide—unproductive.—**J. SPRAGUE.**

TRELEIGH CONSOLS.—March 27.—Christie shaft, below the 90—this is in the country—about 2 fms. 3 ft. more to sink to the 100 fm. level; in the 90, east of ditto, the lode is about 4 ft. wide, worth from 25l. to 30l. per fm.; in the 90, west of ditto, the lode is 1 ft. wide, unproductive. In the 80 cross-cut south, east of the sump winze, this is intended to cut a south branch which we have in the pitch below. In Garden's shaft, below the 80, the lode is about 5 ft. wide, the ore part 2½ ft. wide, worth 30l. per fm. In Good Fortune shaft, below the 70, for driving the 80 west, we have 2 ft. 6 in. more to sink in the shaft, which we have given 5l. to complete; this will require next week to do, or about it. In the 70, west of ditto, the lode is 4 ft. wide, producing stones of ore—in the next report, I hope to say a course of ore. In the 60, west of Symons's, the lode is 2½ ft. wide, looking more kindly, with stones of ore. The 50 cross-cut north in killas, but very hard ground for breaking; in the 50, west of ditto, the lode is 18 in. wide, with good stones of ore; the rise is holed in the back; in the rise, above the 20, the lode is small—no mineral; in the winze, below the adit, the lode is small, and without mineral—this will be holed this month to the 20 rise. Clearing up the old shaft, on Good Fortune lode; this is sunk on the North Shanger lode; we are not certain to what depth, but we hear it is about 20 fms. This will make a good whim shaft for the south lode by sinking it perpendicular, and will take the lode about the adit level, 15 fms. west of the present adit end, and it may also be sunk on the north lode, if required.—**WILLIAM SYMONS.**

UNITED HILLS.—March 31.—In Williams's shaft, we shall break no lode until down to the 90 fm. level, which wants about 6 ft. In the 80 fm. level the lode is 4½ ft. wide, ore throughout, coarse in quality. In the 70 fm. level, east of eastern shaft, we are still driving south; west of James's the lode is 2½ ft. wide, producing but little ore. In the diagonal shaft no lode broken during the past week. In the 60 fm. level, east of eastern shaft, the lode is 2½ ft. wide, 2 ft. of ore of average quality; west of Harper's winze the lode is 3 ft. wide, 1 ft. of ore of average quality; in the stopes, east of Harper's winze, the lode is 2½ ft. wide, good ore, looking promising; in the stopes, west of James's shaft, the lode is 5 ft. wide, 3 ft. on the south part of ore of average quality. In the 50 fm. level, eastern end, the lode is 18 in. wide, producing some stones of ore; driving south no alteration. At Wheel Charles, in the 50 fm. level the lode is 2 ft. wide, not producing any ore. In the 40 fm. level the lode is 2 ft. wide, 18 in. of ore of fair quality. At Wheel Sparrow, in the 40 fm. level, the lode is 18 in. wide, producing some good stones of ore. In the 30 fm. level the lode is 18 in. wide, ore of average quality.—**T. TREVENEN. R. WILLIAMS.**

WEST WHEEL JEWEL.—March 30.—The ground in the 115 cross-cut is still very hard for driving. No lode taken down in the 160 fm. level east or west in the past week. The ground in the rise in the back of the 85, is favourable; but, in the winze, sinking below the 70, the ground is a great deal harder than when last reported; the ground in the 85 cross-cut north is still favourable for driving. In the 12 fm. level, east of little cross-course, on Wheel Jewel lode, the lode is 18 in. wide, composed of gossan, prlan, and spar. In Wilkinson's engine-shaft, sinking below the 30 fm. level, the lode is 3 ft. wide, composed of mundic, spar, and stones of copper ore—the deep adit, west on ditto, lode 18 in. wide, in a little more promising for copper.—**S. LEAN.**

WHEEL MEXICO (near Callington).—We had the good fortune to reach the cross-course, on Wednesday last, after having driven through a hard channel of ground several fathoms in length. The cross-course is about 6 in. wide, composed of flookan, white iron, and particles of lead and mundic. In consequence of its underlie being more rapid at the 20 fm. than in the adit, we were obliged to drive several feet beyond the line, indicated by the dial. As the lode in the adit is holed to the north, we presume we shall find it at the 20 fm. in the same direction; and in a few weeks, we hope to be enabled to send a more favourable report of this part of the mine. In the north lode, we have driven through a shoot of yellow copper ore, 7 or 8 fms. in length, good saving work.—**W. KNOTT.**

WHEEL VENLAND MINE.—In exploring this mine sett 10 lodes have been discovered, an adit level has been driven 60 fms. to intersect a principal lode, and 90 fms. on its course; from this lode a cross-cut has been driven 18 fms. north, and intersected the lode at the engine-shaft, on which the adit has been extended 14 fms. There are also five other lodes within 73 fms. of engine-shaft, the said two lodes explored in the adit are as promising in their appearance and indications as any untried mine in the district, and are composed principally of pipes of very kindly gossan, quartz, peach, mundic, and stones of copper ore. The engine-shaft has been sunk perpendicularly (properly timbered and secured), intersecting the adit at 13 fms. from the surface. As both the lodes underlie 1½ ft. in a fathom, it follows that at 30 fms. deep from adit level, a cross-cut may be driven, which will intersect the north lode at 7½, and the south lode at 5½ fms. from the shaft. A 22-inch double-acting cylinder engine has been purchased at Tregothnan Consols, for the sum of 410l., including a 10-ton boiler, and other materials. This we consider of sufficient power to prove the mine to a depth of 80 fms. In the purchase of this engine considerable expense and delay of time will be obviated. It is estimated that 20l. per share will prove the mine to the depth of 50 fms., engine and materials inclusive. A smith's shop and other buildings are now in progress of erection.—**J. NANCE.**

WHEEL ASH.—In this level there are three lodes, the north of which is about 6 ft. wide, and composed of gossan, and soft spar; nothing has been done on this lode. The engine-shaft, which is 13 fms. deep, has been sunk on the course of the middle lode, which was seen 11 ft. wide, and composed of a very fine gossan; at the depth of 10 fms. it intersected a cross-course, which has five distinct branches, with good stones of lead in them; the lode made between each of these branches was but small, varying from 2 in. to 2 ft.; since the shaft has passed through the last branch of the cross-course the lode has assumed a regular and settled appearance. It is now seen 4 ft. wide, but we have only the south wall. How much wider it is we cannot say, for there is no indication of a north wall. It is a beautiful lode, composed of gossan, peach, soft friable spar; a large quantity of mundic, and fine stones of lead and copper ore, are found near the cross-course. I do not expect much ore at this depth; but, I fully believe that we shall not sink many fathoms further, before we have a good course of ore. The shaft can now be sunk at the rate of about 6 fms. per month. The deep adit level has been driven about 36 fms., and we shall in about 45 fms. cut the north lode. This will be accomplished in about three months, if the level continues as it now is, which I have no reason to doubt, as the level is being driven on a cross-course; this adit will intersect the lode at a depth of about 15 fms., and when driven (on the course of the lode) to the engine-shaft, it will cut the middle lode at 30 fms., and by driving about 10 fms. further, we expect to cut the south lode at same depth. This lode at surface was about 6 ft. wide, composed of gossan, peach, and mundic, coated with copper. In this mine are three lodes, the north of which is about 6 ft. wide, composed of gossan and soft spar ore—nothing has been done in this lode.—**R. EDWARDS.**

WHEEL CONCORD.—The lode in the 15 fm. level, in Wicks's shaft, is 4 ft. wide, composed of flookan, mundic, prlan, spar, with large branches of black jack and lead in it. In consequence of a very great increase of water, our wheel is not sufficient to keep it at present; and we have, therefore, suspended that part of the mine, until our steam-engine is completed, and at work at the old mine, which, I hope, will be ready to work in the course of a month from the present time. As soon as the water is forked, we shall be able to set many pitches on tribute.—**B. ROBINSON, jun.** [The appointment of Mr. Crofts, as secretary to this mine, has been confirmed by the finance committee, and the monthly reports from the captain, and cost sheets, will be regularly forwarded to him for the inspection of the London shareholders.]

WHEEL TRELAWEY.—I am happy to inform you, that we have this day cut into the lode at the 32 fm. level, and find it 4 ft. wide, (precisely of the same description as in the levels above), worth 30l. per fm. This I consider a very important discovery, as it shows that our lode is increasing in value in depth. The lode in the 22 fm. level is 8 ft. wide, and worth 25l. per fm. The lode in the 12 fm. level is 1½ ft. wide, worth 15l. per fm. The men employed in stoping the back of both levels, are progressing satisfactorily.—**P. CLYMO, jun.**

FOREIGN MINES.

COPIAPO MINES.—Copiapo, Oct. 31.—The following is the mining captain's report for the month of September:—

PAMPA LARGA SILVER MINE.—In my last I informed you, that we had cut 3 varas into a large lode at the 20 fm. level without finding the wall, and that I thought it was important to reach it; before we had effected this, we discovered some stones exhibiting silver, still we pursued the cross-cut until we arrived at the wall, when we found the lode to be 15 ft. wide—such a champion, or master vein, I have seldom seen. We then sought out the most inviting part to commence and level north and south in the vein; when we had driven only a foot or two the south end presented considerable improvement, a foot in width being ore of a quality that would pay well for returning. It being inconvenient, for the present, to continue the north end, we suspended it for a little, and increased our force in the south, which enabled us in a few days to extract about 7 tons of ore. The lode still exhibits silver in the end, bottom, and back of the level; the latter, especially, promises to yield in abundance—to name, even the probable quantity with accuracy, is what I cannot pretend to. We find it necessary to carry a level 8 ft. wide, because to that extent we find occasionally stones producing silver, and should the whole of this 8 ft. wide become ore of the same quality as the 2½ ft. wide, that produced the 7 tons of ore, and which is not improbable, we shall then have one of the richest mines in this country. We have now resumed the north end, from which I have very great expectations, it being, to the best of our knowledge, all in virgin ground, and the lode still widening in that direction. In other parts no material alteration, as many of our people have been employed in bringing to the surface, and preparing the ore referred to.

SAN PEDRO COPPER MINE.—At the San Pedro Mine our prospects are good, the quality of the ore continues to improve. In a 10 fm. level, that is now being driven, we have a lode 3 ft. wide, 18 in. of which is rich black ore, of 1 lb. believe, more than 40 per cent., and the other 18 in., by washing and jiggling, will yield a great deal of ore, full 25 per cent. On a vein a little to the north of the main lode, above named, we are driving a level, and extracting some excellent ore, say 30 per cent.—the rich part about a foot wide. When the cross-cut, that we are driving at the 24 fm. level, shall have intersected this vein, which we calculate doing in about two months from this, I have no doubt the quantity of the ore will be augmented, as well as quality. In a winze, sinking below the 10 fm. level, on the main lode, we have a vein 15 in. wide, of rich grey and yellow ore, but very hard. The stopes are still looking pretty well; one especially, between the 12 and 24 fm. levels, 2 ft. wide, very rich yellow ore; so that when I take the superior quality of the ore into the account, I look upon the prospects here as presenting no considerable improvements.

CHICO COPPER MINE.—This mine has presented no novelty in the last month. The lode in the 20 fm. level, east of Harman's shaft, continues good. The vein in the bottom level, east of the Victoria shaft, is improved a little. The lode in the winze, sinking below the 30 fm. level, is not quite as good as it was. The old pitches—that is, some old works our English miners are turning over anew, and taking out some small veins of rich ore—will pay well for the labour bestowed upon them. On the whole, I see no difference in the general prospects of this mine since last reported on; but, in taking a survey of the general prospects of all the company's mines, I am bold to state, because that in all the six years, that I have served the company, these mines have never presented such favourable prospects as at present, never so promising and likely to become profitable and permanent mines.—Produce of San Pedro Mine for September, 74 tons; Chico, 40 tons—total, 114 tons.

BOLANOS MINES.—Report of the Directors, March 28th.—The directors of the Bolanos Mining Company have not, at the present moment, thought it desirable to call the meeting of the shareholders, which has usually been held in the month of February, as there are in progress many matters of importance to the company, the results of which they hope to be able to communicate at the general annual meeting in the month of June. In the meantime, they beg to submit to the shareholders a brief outline of the present condition of their affairs. In the course of last year, Mr. Penny suggested the expediency, and advocated the necessity, of taking advantage of opportunities, which were occasionally occurring, to obtain possession of other mines in the neighbourhood of Zacatecas, in which district so many were known to have been highly productive, and where many still existed of great promise, which, from various causes, had fallen into the hands of parties who were unable to work them, and might therefore be obtained on reasonable terms. Mr. Penny grounded his reasoning on this subject on the then less productive state of the reserves of ore in San Clemente and San Nicholas. This recommendation was immediately followed by a communication from him, stating that, subject to the approval of the board, he had contracted for the mine of Celestina. This contract was confirmed; and although the trial in progress, by sinking a shaft, has only occupied a few months, most favourable indications have already appeared. In the ground thus acquired there were known to be two lodes, or veins, and the shaft was so placed as to explore them both. In driving an adit level, to serve for future drainage, a vein hitherto undiscovered was met with, and, where it was intersected, was well filled with ore of excellent quality. Under the contract, only six shares out of 24 were reserved to the owners; and, in order to show the opinion entertained of the value of this mine in the country, and of the discovery thus made, Mr. Penny observes, that an owner's share, which had been selling some time since at a good price, had since this vein had been found, risen to three times their former value.

In his last letter, dated 17th of January, Mr. Penny thus reports of this mine:—"The lode is about 1 vara wide, and nearly all of it is of good quality; we crossed through it diagonally, leaving the ore in the roof and bottom for about 6 varas in length, and in the two ends. As soon as the communication is made with the shaft, and conveniences prepared for receiving and cleaning the ore on the surface, I have no doubt 100 cargas will be broken from it the first week we go to work; and if the deposit should prove continuous, and not merely a little bunch into which we have had the luck to cut, we may reasonably expect to cover our expenses, and pay off the outlay on the mine immediately."

The most important arrangement for the extension of mining operations has, however, been made in this country. Some years since the celebrated mine of Cerro del Bote was offered to this company, but which, from the then state of their funds, the directors were obliged to decline, though the undertaking was strongly recommended by their most skilful and experienced practical agents. The parties in whose hands it then was were enabled to proceed with the trial of the mine, and have succeeded lately (though only partially opened and ventilated) in bringing it already into a condition to pay costs from one of the great lodes, whilst others are near at hand which have not yet been reached. The soil is 1800 yards in length, and the lodes which traverse it are numerous; and some are of great width, with appearances as promising as those of Veta Grande in this district, formerly in the possession of this company, from which such a large produce was obtained. The principal proprietor of Cerro del Bote being in this country, and not desirous of returning to Mexico, was induced, by the intervention of a mutual friend, to arrange with the directors of the Bolanos Company, for the disposal of half his interest in the mine, subject to the condition of an inspection and report by Mr. Penny, and with liberty on the part of the company to reject the bargain after some trial, on payment of a moderate fine. The latter accedes to the mines, hitherto in the possession of the company, are, on the whole, of a very encouraging nature. The produce from San Nicholas and San Clemente continues to leave profits, taking even into account a somewhat large outlay upon new works. The principal one of this description, and of great importance and of a very promising character, is going on by sinking a shaft in San Francisco, situated to the west of San Nicholas. Rich ores have been here discovered, but are at present covered with water, which it is the object of this shaft to remove, and to afford means of opening the ground for more effectual and extended workings. It will further enable the company to examine the veins in their adjoining mines hitherto unexplored, from which much may be expected. The financial position of the company continues to improve. It is entirely free from debt; and their property may be estimated, in Mexico and in England, at upwards of 40,000l. A patent for a new process for the reduction of silver ores without the use of quick-

silver, has recently been secured in Mexico, for the joint account of the Real del Monte and Bolanos Companies. The parties from whom the secret was conditionally purchased, are now at Real del Monte, making trials upon the ores of that district, and upon their success or failure will depend the payment of the agreed amount. The directors are sanguine in their expectations that the period has at length arrived, when an object of so much importance to the mining interest of Mexico, and one which has for ages past engaged the attention of some of the first chemists in the world, though hitherto without success, is now about to be accomplished. Like many other great discoveries, the means are very simple; and from the satisfactory trials which have been made on a large scale in Germany, the directors look forward with much confidence to a favourable result.—JOHN HEAD, Secretary.

REAL DEL MONTE MINES.—Report of the Directors, March 25th.—Several matters of interest being now in progress, upon the success of which the future prosperity of this company may materially depend, the directors, in the hope that most (if not all) of the trials now proceeding may ere long have been brought to a definite and favourable issue, have thought it better to furnish the following brief report than to convene a meeting of the proprietors at this moment. The great mass of the silver ores raised from the company's mines are of a quality which hardly pays the cost of raising and reduction under the present system. The gleams of prosperity which have appeared from time to time have arisen from occasional bunches of rich ore, which covered the expenditure and sometimes left a small profit. When these have disappeared it has been found difficult to equalize the costs and returns; hence the absence of profit during the past year, notwithstanding considerable reductions in the current expenditure. The directors have, therefore, for a long time turned their attention to the consideration of some more efficacious processes for the reduction of ores of low ley, of which the mines can afford very large supplies, and which may be raised at a moderate cost. The introduction of the barrel process, so long employed in Germany, has been attended with very satisfactory results; the loss of quicksilver is thereby reduced to three ounces per marc of silver, instead of from 15 to 20 ounces, and that of silver from an average of 25 per cent. to an average of 13 per cent. The number of barrels hitherto in use has only been eight, but in a short time will be increased to 16. Machinery for erecting 24 more was sent out last year, and every exertion is making to hasten the completion of the requisite work in connection therewith. This method may be still further extended, and it is one upon which the directors can now rely with the most perfect confidence. They have nevertheless felt themselves bound to entertain the proposals of parties who believe that other and superior methods of reduction have been discovered. Under the arrangement with Mr. Bowring, noticed in the last annual report, that gentleman has introduced his process at Real del Monte; the results of which, although not so satisfactory as anticipated, are rather better than those previously obtained by the *patio* process, but still greatly inferior to the barrels, as regards the extraction of the silver.

During the last year a communication was made to the directors by a gentleman formerly in the service of the Bolanos Mining Company, and well acquainted with the nature of the Mexican silver ores, of a discovery by M. Ziervogel, of Hettstadt in Germany, of a mode of separating silver from copper ores, and which subsequent trials have shown to be applicable to the reduction of silver ores by a very simple process, and without the use of quicksilver. Although frequent disappointments in the results of similar proposals had rendered the directors somewhat incredulous on the subject, they felt bound to attend to a statement from such a quarter. Mr. Spangenberg, the gentleman through whom the proposal was made, was accordingly desired to come over to this country, and to bring with him authority from the party possessing the secret to treat for the terms of purchase. A conditional agreement was subsequently made with him, which has since been acted upon; and M. Spangenberg, accompanied by two German workmen conversant with the details, went to Mexico in December last, and the directors trust, is at this time engaged in making his experiments. The directors are well aware how little dependence is to be placed upon results produced in a chemical laboratory, and they have therefore made the remuneration to M. Spangenberg depend upon a successful operation upon 150 tons of ore. A patent for the process has been secured on the joint account of the Real del Monte and Bolanos Companies, in Mexico, and also in England; the latter has been sold to some eminent smelters, whose experiments in their own works have been attended with such success as greatly to strengthen the opinion of a favourable result of the trials in Mexico. The position in which the directors wish to place the company is this—to make it in a great measure independent of the bunches of rich ore, which are occasionally met with, and to place their reliance upon large quantities of ore of a moderate ley, which they feel confident of being able eventually to reduce with profit. Of an almost unlimited supply of ores of this quality they have no doubt; indeed, this description of ore may be found in most of the mineral districts of Mexico; and, on this account, the present trial of the new process above-mentioned is of the deepest interest to that country in general, as well as to the Real del Monte Company. It is a fortunate circumstance that, pending these trials, a discovery of rich ores in and near the mine of Dolores is producing large returns; and is one which promises to be productive for some time to come. The directors have reason to believe that ample means will be found for carrying out all the objects they have in view, without any diminution of their present funds; and they look forward with greater confidence than for some time past, that the patience of the shareholders will meet with its just reward.—JOHN PHILLIPS, Secretary.

[FROM CORRESPONDENTS.]

MINING NEAR TAVISTOCK.—Mining is looking up in this locality. South Devon Consols is looking better; they have discovered a good lead lode—the copper lodes are very promising. At George and Charlotte, there is a very good course of ore. At Anderton, an excellent bunch of ore.

CHYPRASE MINE.—In the 56 fm. level, on the caunter lode, at Chyprase, very good tin ground has been gone over. In the 36 fm. level west the cross-course is cut through, and good tin ground on the other side. A cross-cut is now being driven to intersect Mitchell's lode, at the 46 fm. level, where it is expected to cut the lode, productive from appearances upwards. The 16 fm. level east, about three weeks since, was recommenced driving; since which the ground is greatly improved, and now producing good tinstuff; a north and south lead lode is expected shortly to be intersected at this level, which had a branch of lead, 6 in. big, in the level above. In consequence of additional expenditure in an extra boiler, machinery, &c., the dividend at the next meeting will not, we understand, be more than 5s. per share. There is no prospect of another engine being required, nor any considerable increase of cost, which for the past 18 months (inclusive of merchants' bills) has not averaged 200s. per month.

DEVON AND COURTNEY CONSOLS.—The committee of management of these mines met at Plymouth, on Tuesday, the 30th ult., for the purpose of appointing a captain, in the room of Capt. Samuel Sprague, the late agent, and other business of the mine, when the testimonials of six agents were presented, and the committee selected Capt. J. Job. The following report of the mine was read:—"In the deep adit east, the lode is about 2 ft. wide, composed of capel, spar, mundic, with spots and strings of copper ore." The committee have appointed to meet at the mine on Friday the 3d inst. (yesterday), for the purpose of marking out the foundation of the engine-house, &c. The committee entertain the most sanguine expectations (as to result) in this mine, and that a laudible zeal appears to animate them in their progress.

PORKELLIS TIN MINE.—This sett adjoins the above to the south, and is also in the parish of Wendron: it lies between two cross-courses, and embraces 19 lodes, and one elvan course—one of which bids fair for copper; the others are mostly tin lodes, none of which have been tried at a proper depth. About the same quantity of tin is said to have been raised as in Wheal Vernon. It is proposed to work the sett by a suitable engine on the central lode to 50 or 60 fms., and then cross-cut through the lodes, and prove what the mine is in depth. Mr. Phillips has also surveyed this sett, of which he has a good opinion, and the old men speak highly of the lodes as far down as they have been seen—viz., under 20 fms. from surface.

WHEAL ALFRED TIN AND COPPER MINE.—This mine is situate in the parish of Sampford Courtney, 14 miles west of Exeter, and is held under lease of 21 years, from the Duchy of Cornwall, at 1-18th dues. The lode in the shallow adit is producing fine stones of ore, and a cross-cut driven from the tail of the deep adit, has cut the lode, to which point the workings are now confined, the shallow adit being abandoned. In the last working 30 or 40 tons of ore were raised from the above adit, which produced 12s. per ton. The adventure is divided into 256 shares, on which a deposit of 2s. 5s. per share has been paid. The mine, to use a Cornish term, looks "kindly."

WHEAL VERNON TIN MINE.—This is a sett adjoining the village of Porkellis—is situated in the parish of Wendron, and granted at 1-18th dues; it is stated to contain many east and west lodes, already partially worked, and others unexplored. There is a run of white stratified elvan, and the whole is traversed by a north and south cross-course. This elvan is a continuation of that which passes by Wheal Vor and Great Work Tin Mines; the old miners in the vicinity speak well of this property, and it is stated that 300,000 lbs. worth of tin have been sold to two smelting-houses alone, without reference to others; and Mr. Phillips, the mine surveyor of Illogan, considers it a fair speculation, and that some of the lodes must prove remunerative.

WHEAL ROSE TIN MINE (Devon).—This mine is situated in the parish of Buckfastleigh, adjoining Dartmoor, in a strata of soft or decomposed granite, and about one mile from its junction with the kellas; the sett is amply supplied with water, to work all machinery that may be required to work the mine effectually. An adit level has been driven on the lode about 100 fms. to the east of the engine-shaft, in which the lode at the back of the adit is worked away in many places for tin, by the old miners, for upwards of a century. About 10 fms. east of the engine-shaft there is a good course of tin going down in the bottom of the adit level for many fathoms in length, which, in extending the 80 fm. level below the adit east 40 fms., it is probable that large quantities of tin will be raised. The engine-shaft is sunk 14 fms. from surface, 10 fms. below the adit. The 10 fm. level is driven east of the engine shaft about 40 fms. by the side of the lode, and cut through the lode in places, where it is found productive for tin, for about 15 fms. east of the shaft. There is a good course of tin going down in the bottom of the 10 fm. level, from 6 to 8 ft. long, and from 10 to 12 in. wide, solid, and lengthening east and west in going down; in sinking the shaft 10 fms. deeper, it is probable tinstuff will be raised to keep five or six large stamping mills at work, averaging from 3 to 8 cwt. of black tin per 100 sacks; it is a large strong lode, from 4 ft. to 6 ft. wide, underlying south; north lode, about 20 fms. strong, which has never been proved at any depth: a shaft sunk 4 fms. on it, and cut the lode, and found producing good stones of tin—the lode is 2 ft. wide. The sett is very extensive, containing 10 or 12 lodes, and from the workings at surface there is every reason to believe that much tin must have been raised by the old miners. The tin of this mine is of the best quality, quite clear of mundic, iron, or any other blended metal, producing 75 per cent. The mine is divided into 560 shares, with a lease for 21 years, at a dish, or dues, of 1-18th. A water-wheel, capstan and shears, horse-wheel, and two head of stamps are in course of erection. Shares are quoted at 3s. per share, and, from present prospects, likely to produce a permanent mine.

WHEAL ROSE (near Helston).—Eighty tons of silver-lead ore from this mine were shipped at Porthleven, this week, to B. Somers, Esq., of Langford, Bristol, who purchased the same at 19s. 5s. per ton—amount 1540s. We are happy to hear a most promising account of this mine.

WHEAL WALTER.—The information received from this mine is of the most encouraging character; the lodes on the south boundary being of so favourable appearance, so near the surface, it is fully anticipated that ore will be raised as the shaft is sunk on the Great Champion lode, in the direction of the adit now in course of driving.

WHEAL ST. ANN (Devon).—A correspondent writes, that this mine is fast progressing towards making returns, and that some few months will show a something. We are not in possession of any particulars, but shall be glad to avail ourselves of any information forwarded. The ladies, we must admit, to the credit of Cornishmen, Devonians, and even the Bristolians, appear to be in high estimation. What with Wheal Maria's, Wheal Rose's, Wheal Betsey's, and Mary Ann's, surely there can be no question as to the county being very prolific, when all the adventurers appear so well satisfied. The mine is divided into 128 shares, on which 8s. is paid. A trifling premium is, we believe, asked, and, if general report be true as to contemplated results, she cannot be dear at the money. Perhaps our correspondent will tell us what articles of *verru* St. Ann possesses in the way of machinery.

PATENT GALVANISED IRON COMPANY.

The ordinary half-yearly general meeting of the shareholders was held at the London Tavern, on Tuesday, the 31st ult.—Mr. MALINS in the chair.—The report of the directors, and the accounts for the half-year, ending 31st Dec., were submitted and approved, an abstract of which will appear in our columns next week.—The CHAIRMAN, in addressing the meeting, which was numerously attended, congratulated the proprietors on the expectations they had heretofore entertained having been fully realised, although the progress made in arriving at the completion of the several projected works had not been equal to their wishes, or to the prospects they held out; arising, in a great measure, from the severity of the winter, and scarcity of labour. It was, however, highly gratifying to him to be in a position to state that, as regards the works at Garth, where the blackband existed, and the ground, when taken possession of, might be said to be unbroken; the three furnaces would be in operation in the autumn of the present year—while he had the satisfaction of stating that the supply of minerals was fully adequate. At Cefn Cwae two furnaces were in blast, and a third would be shortly in operation, a delay having arisen from a full supply of mineral having been retarded; thus it would be seen that in six months there would be six furnaces at work in Wales, and in addition thereto four furnaces in Staffordshire. In adverting to the profits of the past half-year, he (the chairman) observed that they were in a position to declare a dividend, after the rate of 8 per cent. per annum, besides setting aside a sum of 10 per cent. towards the reserve fund. The operations of the past half-year showed an advance of 100 per cent. over the preceding like period, and the accounts since the 31st Dec. showed a like further increase, thus proving the successful progress attendant on the company. In remarking on the additional capital of 100,000l., proposed in October last, he stated that the greater portion had been subscribed for; and further referred to the contracts entered into, among which he cited that of the galvanised iron wire required for the electric telegraph, being 40 tons per week, which would pass over 16 or 18 weeks, the quantity required covering a space of 4000 miles. For sheathing and roofing purposes, the demand was daily increasing—the Houses of Parliament being roofed with the galvanised iron.—The CHAIRMAN proceeded to observe on the subscriptions entered into by the directors towards the construction of the Llynvi Railway, whereby facilities would be afforded for the transit of the products of the collieries and works.

Mr. WINDS observed, that he did not consider the directors were authorised in subscribing to a railway project, without first consulting the shareholders: he considered it bad as a precedent, and should vote against the adoption of such measure.—Mr. SHORT moved the adoption of the report; which resolution was carried, with the exception of three dissentients.—Several shareholders, among whom were Messrs. Field, Henderson, Hall, Mansfield, H. Patteson, Stainsby, Dr. Sleight, and others, took an active part in a general discussion, as regards the advantages likely to accrue from the working of the mines, and also the policy of adopting, as well as aiding, the Llynvi Railway.

Mr. W. MATHEWS, of Edgbaston, being requested by the chairman to afford such information as he possessed, he being a practical man, while they, the directors, did not claim an equal position, stated, that with reference to iron-works, or collieries, in Staffordshire, he felt himself quite at home, and while he offered his opinions with some diffidence, as regards South Wales, yet he must say, in his opinion, it might not only rank as first-rate; but that the prospects generally of the company were such, as to warrant him in stating that, ere many months elapsed, it would take a high stand, not only as regards the produce of the works, but the quality of the iron; indeed, he had no hesitation in saying, that no speculation in England, Scotland, or Wales, held out such prospective advantages, as those presented by this company.

Messrs. Malins and Field, as two of the directors retiring, were re-elected—as also Messrs. Hall and McNab, as auditors; and three other additional directors, including Mr. Mathews, were also elected: when, after a vote of thanks, passed with the utmost cordiality, to the chairman and directors, the meeting separated.

CALLINGTON MINING COMPANY.

A special meeting of the shareholders in this company, was held at the offices, 44, Finsbury-square, on Monday last, the 30th ult.—R. HODGSON, Esq., in the chair.—The resolution passed at the last meeting having been read, Mr. JOHN FIELD (the chairman of the committee of five shareholders appointed under that resolution) made a few observations on the proceedings of the committee, in the performance of the duties which had devolved upon them; he stated that they had avoided all personal observations, and then proceeded to read the committee's report, which was laid on the table. A variety of recommendations were embodied in this report, for the future regulations of the company, and which appeared to be generally approved of.—Mr. P. N. JOHNSON, entered into an explanation of the working of the mines, to show that they were conducted on legitimate, economical, and miner-like principles; and Mr. YOUNG stated that he had lent the company 700l., for which sum he produced the bankers' cheque duly marked (Callington), which sum had been paid to Mr. Stainsby for shares.—A considerable discussion then arose as to the resignation of the directors, leaving the election to the shareholders; and Mr. STAINSBY stated that he should feel it his duty to resign at the next meeting; and, from the general tenor of the proceedings, we think it probable the other gentlemen in the direction will resign also.—The accounts presented at the general meeting on the 6th March were then adopted, as also the report of the committee, when resolutions were passed, appointing a committee of five gentlemen—viz., Messrs. J. Field, Tyrie, Andrew, Fearon, and James—for the purpose of revising the rules and regulations of the company, and to report thereon to a special general meeting, to be convened for the purpose, making alterations or adding to the present rules and regulations, as the shareholders may determine on, such report of the committee to be presented to a special meeting, to be held on Tuesday, the 21st inst.; the same meeting to be also special for the election of directors, in number as such special meeting shall determine on.—The meeting passed off harmoniously, thanks were voted to the committee and the chairman, and the parties separated.—For full particulars of the resolutions, we refer to our advertising columns.

EAST TAMAR MINING COMPANY.

The annual general meeting of the adventurers in this company was held at the offices, Old Broad-street, on Monday last, the 30th ult.—Mr. BAILEY in the chair.—When Mr. G. W. HARRISON (the secretary) read the following directors' report:—"The directors of the East Tamar Mines, at the present annual meeting, present to the shareholders a statement of the accounts to the end of January—showing a balance in favour of the company of 210s. 8s. 5d., exclusive of the proceeds of the call due 15th of April—2250s. In order to carry out the operations with spirit, the directors have made a call of 5s. per share, and which, they hope, will suffice to bring the mine into a state of profit. The average monthly cost may now be said to be about 600l., while the raisings amount to 25 tons of ore—worth from 17s. to 18s. per ton; part of this cannot be returned, the stamping engine not being erected, though operations are commenced on the same. On the state and prospects of the mine, the directors refer to the weekly reports, in addition to that of Mr. Hitchins. The grants—three in number—from Lord Mount Edgcumbe, comprise a distance of 1200 to 1300 fms. The present operations are confined to the north and middle portions of the sett; the southern part holds out great inducement; but, in order to unwater the old mine, and put it to work, a considerable capital will be required, which would have to be raised by calls on the shareholders in East Tamar Mines, or by applying the profits of the same to this purpose. Under these circumstances, the directors would suggest to the meeting the following plan—viz., to form a fresh company to work the southern part of the sett—the shareholders of the existing company having a relative proportion in the new adventure assigned to them, upon their coming forward with the necessary capital. This plan will give all the opportunity of embarking in the adventure, while, should any desire to remain interested in the present operations alone, they will be enabled to do so. To this arrangement, as to the mode of working, Lord Mount Edgcumbe is perfectly agreeable, and will grant a lease of that portion to be worked by the new company from the present time. In order to carry out this plan, the directors would recommend a special general meeting should be convened. In conclusion, the directors cannot but congratulate the shareholders on the progress that has been made during the limited period of the operations, and on the prospects that the mine holds out.—The accounts, showing the above balance, were submitted, and some conversation ensued on the nature of the new property—the cost of obtaining the sett, &c.; it was explained, that no purchase-money would be required, and the East Tamar lode run entire through the new ground to the river, on which lode two

shafts were sunk already, of 90 and 70 fms. in depth respectively.—In answer to a question from Mr. Marsh, Mr. HARRISON explained, that there were 40 tons of ore now dressing, and 30 tons more, which was waiting until the erection of the new stamps were completed. It was then resolved,—"That the report and accounts be adopted, and that the directors be requested to call a special meeting, for the consideration of the proposition for bringing the southern portion of the sett into operation." A vote of thanks was then passed to the chairman, when the meeting broke up.

GUNNIS LAKE MINING COMPANY.

The annual general meeting of the adventurers in this mining company was held at the offices, Old Broad-street, on Monday, the 30th ult.—Mr. G. W. HARRISON in the chair, who, having read the advertisement convening the meeting, read the following directors' report:—"The directors, at the present annual meeting, present to the shareholders a statement of the accounts—showing a balance in favour of the company of 920s. 14s. 10d., arising from the last call, while the unpaid portion of the same amounts to 355s. On the subject of the prospects of the mine, the directors refer to the report of Mr. Hitchins, in addition to the weekly reports, and hope that the operations now carrying out, will put the adventurers into possession of a lasting and profitable mine.—The accounts, showing the above results, were submitted, and the report from Mr. Hitchins was read, which was highly favourable to the state and prospects of the mine, and held out every anticipation of ultimate success. The report and accounts having been adopted, and a vote of thanks passed to the chairman, the meeting separated.

HAWKMOOR MINING COMPANY.

The annual general meeting of the adventurers in this company was held at the offices, Old Broad-street, on Monday, the 30th ult.—Mr. G. W. HARRISON in the chair, who read the following directors' report:—"The directors, at the present annual general meeting, present to the shareholders a statement of the accounts—showing a balance in favour of the company of 245s. 19s. 10d., arising from the last call, while the unpaid portion of the same amounts to 248s. On the subject of the prospects of the mine, the directors refer to the report of Mr. Hitchins, in addition to the weekly reports, and hope that the operations now carrying out, will put the adventurers into possession of a lasting and profitable mine.—The accounts, showing these results, were submitted to the meeting. A favourable report of the state and prospects of the mine was read, and the report and accounts having been received, and a vote of thanks passed to the chairman, the meeting separated.

HOLMBUSH MINING COMPANY.

The annual general meeting of shareholders was held on Saturday last, the 28th ult., at their offices, Old Broad-street, for the purpose of receiving the report of the mining captain, and electing three directors, who go out by rotation. CHARLES CRIPPENDALE, Esq., in the chair.

The CHAIRMAN stated, that he had great pleasure in laying the report before the shareholders, as well as the balance-sheet; and he was glad to remark, that the mine was greatly improving, and there was no doubt that it would eventually turn out a profitable concern.—Mr. HARRISON (the secretary) then read the following report, and the balance-sheet:—"The directors of the Holmbush Mining Company, at the present annual general meeting, present to the shareholders a statement of the accounts of the past year—showing a balance, to the 31st Dec., 1845, against the company of 647s. 18s. 1d. A call, now in course of payment, of 1s. per share, would leave a balance in favour of the company of 352s. 1s. 11d.; from which, however, must be deducted the loss on the month of January, 86s. 8s. 11d.; estimated loss on the month of Feb., 260s.—together, 346s. 8s. 11d. It would have afforded pleasure to the directors, to have been able to announce to the shareholders, that the mine was in such a position as to render a further call upon them unnecessary; but, looking to that efficient working needful to bring about the expected results—viz., the mine being brought into a state of profit—they fear that it will be necessary to make another call upon the shareholders. At the same time that the directors feel it due to the proprietors to make this announcement, they would solicit their attention to those circumstances which have rendered the same necessary; it must not be forgotten, that, during the past year, great difficulties have been undergone by the company, from circumstances over which they could have no control, and involving a large outlay of capital; and during which time the mine could not be effectually worked, and a considerable amount of ore was raised above the discoveries. They are happy to say, these difficulties have been overcome—the mine is brought into a regular state of working, and they refer with pleasure to the report of the manager, as holding out prospects to the proprietary, which may be stated as very encouraging, and from which sanguine hopes may be entertained that the shareholders will reap the advantage of the past outlay, and the mine be again brought to its former state of productiveness. The director retiring, pursuant to the provisions of the deed of settlement, is Mr. J. L. Heathorn, and the auditor Mr. R. Bradley—both of whom offer themselves for re-election. In conclusion, the directors would confidently hope, that, when they again have the pleasure of meeting their co-adventurers, they shall be in a position to lay before them a statement in every way satisfactory.—One of the SHAREHOLDERS wished to know what had been the outlay for engines, and the expenses per month?—The CHAIRMAN, in reply, said that the engines at the mine, the setting them, and other necessary buildings, had cost 5000s.; the monthly expenses were 800s.—After some observations from several shareholders as to the progress making in the mine by Capt. Lane, it was stated to be highly satisfactory. It was moved,—"That the report be received," which was carried unanimously.—The CHAIRMAN then proposed that the directors going out by rotation, being eligible, should be re-elected.—Mr. Heathorn was re-elected unanimously, but it appearing that Mr. Vanzeller contemplated an immediate retirement from the company, his re-election was negatived. Mr. Bradley was re-elected an auditor. A vote of thanks to the chairman, directors, and secretary, was carried unanimously; also a vote of thanks to Capt. Lane, their mining captain, for his assiduity and general attention. The meeting was fully attended, and the greatest harmony existed among all parties, which, unfortunately, is not always the case at mining meetings.

SOUTH ST. GEORGE MINING COMPANY.

At a meeting of adventurers in this mining company, held on the mine, on Tuesday, the 24th ult., the accounts—showing a balance against the company of 354s. 17s. 7d.—were allowed, and it was determined that the same be divided among the adventurers, and collected immediately, which, on the 26th shares, is 1s. 7s. 3d. per share. It appearing that Messrs. Ricketts and Co., of the Truro Bank, having declined to make any further advances to the company, and Messrs. Williams, Hodge, and Co., having stated their willingness to do so, it was resolved,—"That the banking account should be kept with them, and that the purser and Mr. Paddon be allowed to borrow sums of money from them, not exceeding at any one time 500l. In the *Mining Journal* of 21st ult., in noticing the approach of the above meeting, we stated, that, in addition to auditing the accounts, it was "for deciding whether the further prosecution of the undertaking should take place or otherwise;" and, having been apprised of our error, we published a paragraph in last week's *Journal* in explanation—now, we perceive that, at the meeting, a resolution was passed, directing "the purser to write to the Editor of the *Mining Journal*, to ask by what authority he inserted the paragraph in question, and to give the name of the author;" we readily do so—the paragraph was composed by us from the usual announcement, as sent by the purser himself; on again referring to which, it was with regret we found we were in error, and that it was, as we stated in last week's *Journal*, "to decide on the future prosecution of the mine"—meaning, "in what manner the mine should in future be prosecuted." The sentences are very different, and had the former been less vague, and more explicit, the error would not have arisen.—The following agent's report was submitted to the meeting:—"Since our last meeting the pump has been sunk 5 fms. below the 30 fm. level; the ground is of soft kiles, and rather favourable for lead. The 30 fm. level has been extended on the lode about 20 fms.; in the western end the lode is about 2 ft. wide, producing stones of lead, and in 6 or 8 fms. driving will come under the bunch of lead and blende which we had in the 20 fm. level; at the 30 east the lode is from 2 to 3 ft. wide, producing some little lead, and in about two months' driving this end we expect to cut the cross lode, where we hope for further improvements. The 20 fm. level has been extended to a length of 91 fms.; in the end west the lode is about 3 ft. wide, producing blende and lead, and rather promises to go on to improve; behind that end there is a winze sinking below the 20, where the lode is 3 ft. wide, producing blende, lead, and fine stones of copper ores; this winze is 2 fms. deep, and is in advance of the 30 end west about 6 fms.; in the 20 end east the lode is about 2 ft. wide, producing a little lead, and rather promises to improve, and is going into a promising part of the sett."

CARADON WHEAL HOOPER.—At a meeting of adventurers, held at the White Hart Inn, Launceston, on Wednesday, the 18th of March, the following resolutions were passed unanimously:—"That for the further prosecution of the said mine, a call of 1s. per 256th share be made, to be paid into the Devon and Cornwall Bank, at Launceston, on or before the 18th day of April, ensuing."—"That the purser be hereby authorised to write to the defaulters in calls, offering to give them an acquittance for all their unpaid calls, provided they will surrender their shares to the purser and auditor conjointly, for the benefit of the company generally; and that they signify their acceptance of this offer, or pay the amounts due upon their respective shares by the 10th of April next. And in the event of any person not paying the said over due calls or before that day, or surrendering his shares in the manner proposed, the purser shall forthwith proceed legally for the recovery thereof." The following report from Capt. John Seymour, was read to the meeting:—"In meeting you on former occasions I have not been able to furnish you with a satisfactory report of this mine, as we have been much delayed in sinking the engine-shaft. This has been occasioned by the hard and tough ground we have had to penetrate, and the large quantity of surface water we have met with. At the present time it affords me peculiar gratification to have it in my power to lay before you a most satisfactory statement. Our shaft is now 22 fms. 3 ft. deep; the ground is a beautiful blue kiles, traversed by occasional branches or veins, composed principally of

peach, prun, gossan, mica, and a considerable quantity of mundic, at times impregnated with particles of copper ore. This stratum is considered by practical miners congenial to copper; from these and other favourable indications, I am extremely anxious to sink the shaft as fast as possible. We are offering the men every reasonable inducement to stimulate them to extra exertions, and for this purpose we have let them 7 fms. to sink, which will put the shaft down 25 fms. I think, if the ground continues favourable, we shall get down the shaft to the anticipated 30 fms. level about the end of May next; at which point, it is our intention to commence a cross-cut from the shaft both north and south, to intersect the lodes which held out such flattering indications. The length of cross-cut will not exceed 30 fms. each way, to cut five of our most promising lodes, which can be done in a short time, if the ground continues favourable, my opinion of which is materially strengthened by the sudden change of ground in the shaft, and by its being so near granite, and surrounded by the South Canadian Mine, some of the lodes of which run through this set, and have a valuable appearance. The engine erected on the mine is of sufficient power to develop the resources of the lodes, and is doing good duty."

NORTH WHEAL RUBY MINING COMPANY.—At a special general meeting of shareholders, held at the Globe Hotel, Plymouth, on Wednesday, the 25th ult.—Capt. J. P. MACQUEEN in the chair—it was resolved, "That the working of the mine be suspended until Capt. Thomas shall report the water sufficiently abated to recommence, when the pursuer be desired to convene a special meeting, for the purpose of deciding on the necessary steps for prosecuting the mine;" and "That the thanks of the meeting be given to Mr. Thomas Williams, for the services he has rendered; that his resignation of the chairmanship be accepted, and that Mr. Charles T. Crapp be appointed in his stead." The thanks of the meeting were passed to Capt. Macqueen for his services in the chair; and, in accordance with the first resolution, a special meeting was convened by the pursuer, to be held on Thursday last, the 2d inst., at the Globe Hotel, Plymouth, for the purpose of auditing the accounts, and making a call, to defray the costs now due, &c.

SOURTON CONSOLS MINE.—At an adjourned meeting of the adventurers, held at the Globe Hotel, Plymouth, on Wednesday, the 25th ult.—J. J. WILLIAMS, Esq., in the chair—it was resolved, that the captain's report having been approved, his mode of working by means of a water-wheel be adopted; and that, for carrying the said resolution into effect, as well as for the general working of the mine, a committee be appointed of the following gentlemen:—Messrs. Willan, Rendle, Vigners, Carne, Foy, Phillips (Tavistock), Pearse, W. Bowden, and Captain Peake. A call of 12 per share was made for the further prosecution of the mine. The following report, from Captain B. Cooke, was read to the meeting:—"Since the commencement of this mine in September last, we have sunk two shafts; one 10 fms. deep, the particulars of which are as follows:—We sunk a shaft on one of the shale pits, 10 fms. deep, and cross cut to the lode 19 feet—9 feet of which was through the lode at right angles; we then drove on its course about 15 fms., and at both ends cut across the lode, and found it to be about 9 ft. wide. The eastern end did not appear to be so compact as in other parts of the lode, having some capel and killas in it; the western, with most of the distance, was one mass of strong sparry gossan. From the same end, some copper ore was taken from the lode full 9 feet wide. We then considered we had seen sufficient to warrant the sinking of an engine-shaft, which we commenced on the 29th of November last. Before we had sunk 5 fms. we cut a cauter lode, which let down a considerable quantity of water, and preventing our sinking the engine-shaft deeper than the 11 fms. with the whim, I would, therefore, recommend you to erect a water-wheel for more effectually proving the mine. I have carefully examined the ground, and find we can have sufficient levels to erect a water-wheel, and I have been informed by Mr. Bowden and other shareholders in the neighbourhood, that an adequate stream of water is to be obtained for the effectually draining the mine."

WHEAL BYON CONSOLS, PREVIOUSLY WHEAL RAMOTH MINE.

Sir,—I recollect observing, in one of your Journals, an inquiry respecting the Wheal Ramoth Tin Mine—I beg to inform you, that this mine is again set to work, and exhibits prospects of the most cheering character. In stopping the bottom of the adit level, which was driven by the former adventurers, the lode has been worth 300 per fm. from the commencement of the present working, and still presents a most desirable appearance; this lode remains comparatively untouched elsewhere, and averages from 5 to 6 ft. wide.—R. R. J.

BELL'S IMPROVEMENTS IN SMELTING COPPER ORE.

Sir,—In reply to the inquiries of "D. R." contained in your paper of the 21st inst. I beg to say, that I am prepared to give an estimate and specifications of the plan of smelting copper ore according to my patent, to any party whose legitimate object is to carry out the plan upon a satisfactory elucidation of its economy and advantages.—THOMAS BELL: St. Austell, March 31.

THE TRUCK SYSTEM.

Sir,—Will you have the goodness to give an answer to the following:—"A." has a share of a lead mine, and is also the cashier and head manager of the same; within about 300 yards of these works, he has a shop to supply the miners with all articles of food and clothing, for which he charges an enormous profit. Is it lawful for him to do so?—if not, what penalty is he liable to?—and what proceedings should be instituted against him, to prevent such an imposition. Oswestry, March 29.

[We apprehend the conduct of "A.," as part proprietor and manager of the mine in question, comes clearly within the meaning of the Act of Parliament, against the truck system, and, consequently, subject to its pains and penalties—the proceedings, we believe, are by information before a magistrate, and the punishment summary, but any professional man could immediately give the necessary information. The system is one which carries misery and want into families, where, from their nominal earnings, there should be comfort and plenty; and the man who would enforce it, and thus rob the poor to fill his own coffers, should be held up to the execration of his fellow men, and punished to the utmost limits of the law. Could not the proprietary take a still more summary course, and deprive "A." of his managership; as a mere adventurer, he could exercise no compulsion over the men to deal with him.]

[ADVERTISEMENT.]

MINING IN THE PRINCIPALITY—THE NANT-A'R-NELLE MINES.

Sir,—The deserved popularity of the *Mining Journal*, in exposing dishonesty in whomsoever found, emboldens me to ask a place in your impartial paper for the following, in reply to a statement which appeared on the 21st inst., through the name of John Budge. Three gentlemen of this neighbourhood having received a *Mining Journal* each, have called my attention to two advertisements therein, bearing the names of Budge and Terrington, and from their connection with each other, and Stephen Thomas and James Gray, persons of unenviable notoriety in the mining world, shows pretty plain from what source it emanates, and with what motive advertised. As for Budge, who is from Redruth, I became acquainted with him in Wales about 12 months since, his wife, who was an old neighbour of mine, asked me to give him some employment—stating that he had not earned a shilling for three years, and was trespassing on her industry. I, therefore, took him to work a few days at the Nant-a'-r-Nelle Mines, from which place I sent him (as a servant of mine) to Nant-a'-r-Nelle Mines, in August, to deliver stores, and superintend the men, as directed, and make himself generally useful.

In November I went to London to form a company for Nant-a'-r-Nelle, previous to which no man had paid a shilling, towards carrying on this mine, but myself—although Gray, Thomas, and Mr. Macqueen, were my partners in it, and whose duty it was to contribute with myself their share of the three months' cost incurred; however, on my arrival in London, I found Gray and Thomas had left the "stag business" of Capel-court behind them, and set themselves up for railway surveyors (which was no go), but had written to Mr. Macqueen, begging the loan of £1, to bring them to town; they came to town, and I insisted on their contributing their share of the cost incurred before I would form a company; this, they stated, they were unable to do; I, therefore, paid them 90% to retire from the Nant-a'-r-Nelle Mine, at which, seeing we have a fair speculation, they seem rather sore. I formed a company, and returned from London in December, with every disposition to be of service in helping Budge forward; but, on my finding shares for game in the office, and on my inquiring into things, I found it necessary to send to England for a person to replace him, and gave him notice to that effect; hence he, with Gray, who lodged at his house, endeavoured to concoct a something—for, in Mr. Harries's office, he admitted having had an attorney of Llandovery in his cupboard, whilst he drew me into a conversation; but which attempt at something proved a failure, and, I hope, is an exception to the general pastimes of Llandovery professionals. However, further, in January, I found him a dangerous character to keep, as he had infamously used some little knowledge he possessed himself of, in relation to the Nant-a'-r-Nelle and Trawnant Mines, which are partly under the same lord's lands as Nant-a'-r-Nelle, and which the said Thomas Gray and Terrington have also lost (as will be hereafter seen), for I have too much to do of these worthies, and their connections, for this letter—hence Budge's name being put forward to stab me through, whom I discharged on the 22d of January, and paid off in full to the end of the month.

I hope ever to be above wilfully injuring the meanest individual; yet it will be seen, Budge had not a very high character to be injured by my report, which is substantially correct, and can be proved (but which report was published without my knowledge or consent), for I find that, about three years ago, when labouring at Nantymyne, Messrs. Williams and Co.'s mine, he was discharged, never to work there again. Unfortunately for this clique, the (Budge) is made to state that the Nant-a'-r-Nelle board sent down their secretary with the cost-book, and, upon comparison, considerable frauds were found in my accounts. Budge never kept such accounts, or made cost sheets, he merely kept account of day labourers, or paid any little bill, when sent to do so. It is true, the secretary of the Nant-a'-r-Nelle Mines, and the ex-secretary of Nant-a'-r-Nelle and Trawnant Mines, and others, who, with Gray and Budge, circulated these malicious reports at Llandovery, about the 22nd of January,

relative to Budge's figures, &c., &c., with other allegations against me, led the lords of the land, E. P. Lloyd, Esq., of Glanvyn, and D. L. Harries, of Llandovery, to institute a searching inquiry before they would execute their leases, which is since done to myself, of the Nant-a'-r-Nelle Mines, and for which better investigation, they sent a deputation to London to inquire into the matter. On the 8th of February, I went to London, and called a board meeting for the 12th, to investigate the charges brought against me by Budge and the secretary, backed by the clique, under the rose; at this meeting, on the 12th—present Major Adair, Capt. Geo. Macqueen, Messrs. Skinner, Pell, Lloyd, and the secretary, when the subject was discussed, and a resolution, moved by Capt. Macqueen, seconded by Major Adair, that I enjoyed the fullest confidence of the board, which was carried *nem. con.*; and a further resolution was passed on the 16th, in reference to a letter of Budge's, that the secretary be instructed to write him that he was discharged in January, and that, if he did not immediately give up the company's property, which he had carried off, he would be prosecuted. Since which, a resolution passed the board, that instructions be given to D. L. Harries, solicitor, to prosecute Budge as a felon, or otherwise, as the case may be, which is now being done. Instead of copying Budge's advertisement, and using abuse—a bad subterfuge for facts—I have carefully gone through the points of his advertisement, and leave the public to form their own opinion of Mr. Budge's honesty and truth.

Gentlemen to whom I am known, I trust, will feel I have bestowed more attention than these worthies deserve; but, as many gentlemen are shareholders to whom I am personally unknown, I feel it necessary to go into details, as my integrity has been thus sweepingly assailed. As to my poor abilities as a miner—although, from a child to manhood practiced in it—I feel, but of humble pretensions; yet H. H. Edwards, Esq., an eminent engineer, connected with Spanish and English mines, was sent down by the London shareholders as a deputation, to examine the Nant-a'-r-Nelle Mines, previous to the formation of a company (and whom I had never before seen), was pleased to notify, in his report of these mines, that my humble operations were carried on in a masterly and scientific manner; and, for the guidance of those gentlemen who are shareholders, to whom I am unknown, I beg to state that, I am ready at a moment's notice, to retire from the management, if signified to me that I cease to conduct the mine with credit to myself, and advantage to the company. One other insignificant subject, but which excites their ire—who, like all other degraded characters, catch at a straw—is my having kept a race horse or two; but I beg to assure them, that I do not feel ashamed at having raised myself from underground operations to associate with noblemen and gentlemen of the first standing in society, for a day's sport now and then. Happily for Budge, he is not worth powder and shot (as the saying is), or I would find him sport of another kind.—P. P. COUCH: Nant-a'-r-Nelle House, March 29.

Nant-a'-r-Nelle Mines, March 28.—At the request of Mr. Couch, I went underground this day, to examine the mines and the men, and as to the allegations of Mr. Budge. I saw the misdirection referred to in a former report, and to a man—there being 8—expressed their readiness to swear that it was perfectly true, as stated by Mr. Couch.—JOHN SEMMES.

Current Prices of Stocks, Shares, & Metals.

STOCK EXCHANGE, Saturday morning, Twelve o'clock.	
Bank Stock, 7 per Cent., shut	Dutch, 2½ per Cent., 50½
3 per Cent. Reduced Ann., shut	Brazilian, 5 per Cent., 81½
3 per Cent. Consols Ann., 96½	Cuba Bonds, 6 per Cent., —
3½ per Cent. Ann., shut	Chilian, 6 per Cent., 96
Long Annuities, shut	Colombian, 6 per Cent., 16
India Stock, 10½ per Cent., shut	Mexican, 5 per Cent., 32
3 per Cent. Consols for Acc., 96½	Spanish, 5 per Cent., 25½
Exchange Bills, 1000l., 99 5/8	Portuguese, 4 per Cent., 57
Belgian Bonds, 4½ per Cent., 99 5/8	Russian, 5 per Cent., 106½

THE SHARE MARKET.

MINES.—Much business has been transacted in some of the foreign mines during the past week, amongst which we can particularise Copiapo, Cocas, Santiago, and St. John del Rey. Cocas marked shares, 25½, paid, have been sold at 10½; while the unmarked shares, 25½, paid, are offered at 4, and no buyer. In Cornish mines, Wheal Trelawney, Treleigh, Mary Anne, Wheal Gill, Chyprase, and others, have been in request; and business has been done in Stray Park, Callington, West Wheal Maria, Herodsfoot, Lamerhoose Wheal Maria, Wheal Mary (Calstock), Wheal Walter, and several others.

RAILWAYS.—The market for railway shares has experienced some slight fluctuations during the week. At one time there were symptoms of improvements, but they again disappeared, and left things flat as before. Monday was settling day, and passed over without anything remarkable, and prices remained firm. Railway business in Parliament progresses. In the Lords, the committees have reported favourably of the March and Lincoln Extension, and Hertford and Huntingdon, both branches of Eastern Counties; Belfast and County Down; Newry, Armagh, and Londonderry; the Mid Lothian District Line (passed); Edinburgh and Peebles (preamble passed); London and Brighton, Wandsworth Branch (proved); Syston and Peterborough (preamble proved); and they have reported not favourable of the Farnham and Alton Branch of the South Western; the Cork and Waterford; the Glasgow, Paisley, and Greenock; Bridge of Weir Branch. In the Commons, the Standing Orders have been complied with by the Furness Extension; Manchester, Bolton, and Bury Extension; Buckingham (Oxford & Bletchley Junction); Weedon & Northampton; Rugby and Huntingdon; Oxford, Worcester, and Wolverhampton; West Cornwall; Newcastle, Edinburgh, and Glasgow; Ipswich and Bury St. Edmunds; Colchester and Stour Valley; Oldham, Manchester, Liverpool, and Birkenhead; Edinburgh, Leith, and Granton; and Portbury Pier and Railway; and not complied with, by the Norfolk and Yarmouth Extension, Norfolk Extension of Eastern Counties, Thetford and Redham Branches, Bristol and Birmingham Extension to Bath, Glasgow to Dundee, Northern and Southern Connecting Railway, Birmingham and Bristol, Ashchurch and Malvern Line, and the Coventry, Nuneaton, Birkenhead, and Holyhead Junction.

RAILWAY MEETINGS.—The following have taken place during the week:—Dublin and Kingstown (annual), on Saturday, the 23rd ult.; increase in traffic, 1849, over past year—first class, five fold; second class, more than doubled in seven years; dividend 10 per cent.—Ulster Company pays a dividend of 18s. per share.—Edinburgh and Tyne Valley, on Monday; when a resolution was passed to wind up the affair, and return the balance to the shareholders.—Durham and Sunderland (half yearly), on Monday; when the accounts showed a profit of 1844; but no dividend was declared.—London and Brighton, on Thursday; and resolutions passed for making branches to Dorking, Wandsworth, Littlehampton, East Grinstead, Lewes, and Hastings; Portsmouth extension, and for the consolidation of the London and Brighton and Croydon Companies. London and Croydon, on Thursday; resolutions passed for amalgamation with the Brighton Company, and for branches to Epsom and Dorking.

RAILWAY TRAFFIC.—From our official returns, it appears that the amount of traffic for the last week, on nearly 1800 miles of railway, was 116,997, thus accounted for:—53,709, for the conveyance of passengers only, 31,003, for the carriage of goods, and a remainder of 32,285, for passengers and goods together, not respectively apportioned; being an increase over the corresponding week of last year of 20,231.—*Railway Chronicle.*

MESSERS. LAMOND'S SALES.—TUESDAY.—Leeds and Carlisle (21. 10s. 6d.), 21; Manchester, Buxton, and Matlock (21. 2s.), 21. 7s. 6d.; Goole and Doncaster (21. 2s.), 11. 16s.; London, Warwick, and Kidderminster (21. 10s.), 11. 11s.; South-Eastern and Dover, No. 4 (21. 10s.), 21. 10s.; North Staffordshire, Churnet, and Potteries (21. 2s.), 41. 7s. 6d.; Manchester and Birmingham, quarters, C. (11. 6d. 18s.), Derby, Uttoxeter, and Stafford (21. 12s. 6d.), 11. 14s.; Whitchurch and Furness (21. 2s.), 21. 2s.; South Midland (21. 2s.), 11. 10s.; Dublin and Galway (41. 11. 10s.); North Wales Mineral, new (31. 3s.); South and Midland (21. 2s.), 11. 10s.—Austrian (61. 21. 10s.).

FRIDAY.—South Wales (21. 5s.); Shropshire Union and Canal (21. 2s.), 11. 1s. 6d.; Ely and Huntingdon (21. 2s.), 21. 2s.; York and North Midland East and West Riding Junction (11. 8d. 5s.); West Riding Union (21. 2s.), 21. 4s. 6d.; Cornwall and Central Devon (21. 12s. 6d.), 11. 9s. 6d.; Gt. Western of Bengal (5s.), 6s.; Vale of Neath (21. 11. 4s. 6d.); Copper Miners in England (50l.), 40l.; North Staffordshire, Churnet, & Potteries (21. 2s.), 41. Windsor, Slough, and Staines Atmospheric (21. 12s. 6d.), 11. North Kent (21. 10s.), 11. 7s. 6d.; York and Lancaster (21. 12s. 6d.), 11. 9s. 6d.; South Midland (21. 2s.), 11.

LEEDS, THURSDAY.—There has been a slight improvement in the tone of our market since last week, though, to-day, prices are scarcely so firm. The immense mass of scrip, which floods the market, in most cases, at a heavy discount, and the holders of which are generally anxious to get rid of their stock, combined with the uneasy feeling that prevails respecting the effect of future calls, prevents any long-continued improvement, and checks the advance prematurely. We, therefore, recommend caution on the part of operators, till it be seen what effect the recent alterations in the tariff has upon trade—which at present is in a languishing condition, on account of the uncertainty of our political and other relations—bearing in mind, that a general improvement in commercial matters would be beneficial to the prospects of railways—just in proportion as the general stagnation of business causes a decline and depreciation in their value.

R. B. WATSON, TOTTAL, & BARFF.

HULL, THURSDAY.—The one important point to which the attention of share dealers is now turned, is the dissolution of all the bad and doubtful new railway companies, which, under the altered circumstances of the times, are a complete dead weight on the share market, and effectually prevent any thing in the shape of a general improvement in the dividend-paying and better class of securities. Too much determination and energy cannot be expended to accomplish speedily this most desirable end. Not only will all fear of calls on the questionable lines be removed, but the very return of the unexpended deposits will, to the now narrowed arch of shareholders, afford a most sensible relief. The Indian news has improved the tone of our market; but, so long as the above matter remains unadjusted, no enhancement of price can be maintained. Subjoined is to-day's business on our stock exchange:—Durham and Sunderland, 23½; North British (Carlisle), 33s. 9d.; Bradford, Wakefield, Midlands, 38s.; Derby and Gainsborough, 10s.; East Lincolnshire, 11½; East Coast, 21s.; Grand Unions, 10s.; Hull and Barnsley, 14½; Liverpool and Leeds, 21½; London and York, 81s.; London and Manchester (Birmingham's), 11; Manchester, Buxton, and Matlock, 19½; North Stafford, 41½; North Lancashire, 19s.; South Midlands, 11s.; Shrewsbury & Birm., 21; West Riding Unions, 31½.

THAMES TUNNEL COMPANY.
The number of passengers who passed through the Tunnel in the week ending March 28, was 48,318; amount of money, £201 6s. 6d.—(Last year 149,15s. 5d.)

RAILWAY SHARE LIST.

RAILWAYS.	Paid	Closing pr. last week.	Closing pr. last night.
Aberdeen	£10	—	21
Amber, Nottingham, Boston, and Erewash Junction	—	11	21
Armagh, Coleraine, and Portrush—25½ shares	—	11	21
Birmingham and Gloucester—100½ shares	100	125	125
Birmingham and Oxford Junction—20½ shares	—	11	11
Birmingham and Exeter—100½ shares	—	83	87
Bristol and Gloucester—50½ per share	30	—	—
Caledonian and Lincoln—25½ shares	—	7½	7
Cambridge and Bury	—	11	—
Chester and Holyhead—50½ shares	—	15	17½
Cork and Killarney—50½ shares	—	16½	—
Cork and Waterford—25½ shares	—	11	—
Cornwall—50½ shares	—	5	—
Derby, Uttoxeter, and Stafford	—	21	—
Direct Northern—50½ shares	—	11	—
Direct Manchester (Romington's)—20½ shares	—	21	—
Ditto Eastrick's	—	3	—
Dublin and Belfast Junction—50½ shares	—	10	—
Dublin, Belfast, and Coleraine—50½ shares	—	5½	—
Dublin and Galway—50½ shares	—	4	—
Dundalk and Enniskillen—50½ shares	—	14	—
Eastern Counties—25½ shares	147 16s	20½	21
East Lincolnshire	—	11	—
Edinburgh and Glasgow—50½ shares	—	50	—
Edinburgh and Perth	—	3	—
Exeter, Yeovil, and Dorchester—50½ shares	—	2½	—
Goole and Doncaster—20½ shares	—	2½	—
Grand Junction—100½ shares	—	42½	—
Grand Union (Nottingham and Lynn)	—	100	—
Great Grimaby and Sheffield—50½ shares	—	5	—
Great Southern and Western (Ireland)—50½ shares	—	15	—
Great North of England—100½ shares	—	211½	210
Great Western—100½ shares	—	141	145
Guildford, Ashham, and Portsmouth—50½ shares	—	5	—
Hull and Selby—50½ shares	—	99	101
Ipswich and Bury	—	2½	—
Lancaster and Carlisle—50½ shares	—	21	—
Leeds and Carlisle	—	48	—
Leicester and Birmingham—20½ shares	—	21	—
Leicester and Bedford—20½ shares	—	21	—
Leicester and Tamworth—20½ shares	—	42½	—
Liverpool and Leeds Direct—50½ shares	—	2	—
Liverpool, Manchester, and Newcastle Junction	—	11	—
London and Birmingham	—	214	220
London and Birmingham Extension—25½ shares	—	—	—
London and Blackwall—50½ shares	—	161 13s 4d	—
London and Brighton—50½ shares	—	61½	62½
London and Croydon	—	20½	20½
London and Greenwich	—	121 15s 4d	—
London and South Western	—	41 6s 10d	—
London and York—50½ shares	—	74½	79
London, Warwick, and Kidderminster—50½ shares	—	21	—
London, Salisbury, and Yeovil—50½ shares	—	21	—
Londonderry and Coleraine—50½ shares	—	21	—
Londonderry and Enniskillen—50½ shares	—	5	—
Lynn and Ely—25½ shares	—	5	—
Lynn and Dereham—25½ shares	—	5	—
Manchester and Leeds—100½ shares	—	82	—
Manchester and Birmingham—40½ shares	—	40	—
Manchester, Buxton, and Matlock—20½ shares	—	42½	—
Manchester and Southampton	—	2	—
Midland	—	147½	144
Ditto Birmingham and Derby	—	112	—
Midland Great Western (Irish)—50½ shares	—	21	—
Newcastle and Berwick—25½ shares	—	10	—
Newcastle and Carlisle—100½ shares	—	17	—
Newcastle and Darlington Junction—25½ shares	—	25	—
Ditto New (Branding)—25½ shares	—	20	—
Newport and Abergavenny	—	21	—
Newry and Enniskillen—50½ shares	—	21	—
Newark, Sheffield, and Boston—25½ shares	—	21	—
North British—25½ shares	—	17½	—
North Devon	—	2	—
North-Eastern—50½ shares	—	45	—
North Kent and Direct Dover—50½ shares	—	42½	—
North Staffordshire—20½ shares	—	11 13s	—
North Wales—25½ shares	—	31	—
Norwich and Brandon—50½ shares	—	18	—
Northampton, Banbury, and Cheltenham	—	2	—
Oxford, Worcester, and Wolverhampton	—	12½	—
Perth and Inverness	—	21	—
Portsmouth Direct—50½ shares	—	34	—
Preston and Wyre—50½ shares	—	50	—
Richmond—20½ shares	—	5	—
Rugby and Huntingdon—20½ shares	—	2	—
Scottish Central—25½ shares	—	71	—
Scottish Midland—25½ shares	—	6	—
Sheffield and Manchester—100½ shares	—	100	—
Shrewsbury and Birmingham	—	11	—
Somersetshire Midland	—	21	—
South Devon—50½ shares	—	25	—
South-Eastern and Dover	—	34½	—
South Midland—20½ shares	—	42½	—
South Wales—50½ shares	—	5	—
Staines and Richmond—20½ shares	—	1	—
Trent Valley—20½ shares	—	5	—
Trent Valley and Holyhead Junction—20½ shares	—	21	—
Vale of Neath	—	14	—
Waterford and Kilkenny—20½ shares	—	3	—
Welsh Midland	—	21	—
Wills, Somerset, and Weymouth—50½ shares	—	21	—
Yarmouth and Norwich—20½ shares	—	20	—
York and Carlisle	—	21	—
York and North Midland—50½ shares	—	50	—
Ditto Selby—50½ shares	—	72	—

FOREIGN RAILWAYS.

Boulogne and Amiens—20½ shares	10	11½	12½
Bordeaux and Toulouse and Cette (Mackenzie)—20½ shares	2	2	—
Bordeaux, Toulouse, and Cette (Espalote)—20½ shares	2	2	2½
Central Spain—20½ shares	2	—	—
Dutch Rhenish—20½ shares	5	5½	—
East Indian	—	5½	—
Great Northern of France (constituted)	5	14½	15½
Great Western Bengal	—	—	—
Great Western Canada—22½ shares	34	4	4½
Jamaica and South Midland Junction—20½ shares	1	1½	—
Jamaica North Midland	—	—	—
Louvaine and Jemeppe—20½ shares	4	11	—
Lyon and Avignon—20½ shares	2	2	—
Luxembourg	—	4	—
Namur and Liege—20½ shares	4	11	1½
Orleans and Vierzon—20½ shares	10	16½	—
Orleans and Bordeaux—20½ shares	6	11½	12
Paris and St. Quentin—20½ per share	2	—	—
Paris and Orleans—20½ shares	20	50	—
Paris and Rouen—20½ shares	20	—	41
Paris and Havre—20½ shares	18	30	—
Reims and Meuse—20½ shares	6	8½	—
Strasbourg and Basle—14½ shares	14	—	—
West Flanders	4	3	2½

MINING PROPERTY.—CAPITALISTS who are disposed to

Our next Journal will be on the usual Enlarged Sheet, and will contain the letters from correspondents, omitted in our present Number; also Mr. St. Pierre Foley on Mining in Ireland—Mr. Greenhow's Geometrical Railway—Mr. C. Craddock's Chemistry of the Steam-Engine—Atmospheric Railway System—and many other papers, deferred.

We have received several communications from parties connected with mines in the county—the management of which are under the control, directly or indirectly, of Mr. P. Stainaly, of Finsbury-square; and our attention further directed to the rumours afloat, as to “errors” which, however explained, might lead parties to assume that all was not fair and “above board.” We regret to find that such suspicions should exist in the minds of parties who, we believe, have heretofore been as “one and all,” in the carrying out of the numerous mines with which that gentleman is associated; and we trust that an inquiry, if not made, would be made so free to make the charges, will, at least, be made, by one, that gentleman—to whom, we think, our credit and our honours are perfectly open. The statement, that a sum of 3335*l.* per annum is paid for management, besides transfer fees and little *et cetera*, is a matter for the shareholders; and if services be rendered, and they do not consider them too well paid, we cannot understand that remarks should be made out of doors. If there be cause for censure, let the parties come boldly forward, and not, by innuendo, attack an individual, who may be, as we hope and believe is, innocent of the charges brought against him.

WATER MACHINES.—"W. E." would feel obliged by any of our correspondents informing him of the most economical water machine for pumping—the fall being 30 feet, and the depth of pits about 200 yards—buckets 12 to 14 inches diameter.

LONDON, APRIL 4, 1846.

We understand that Sir ROBERT PEEL has refused his assent to the appeal made to him by the copper trade deputation, for the abolition of the duties on foreign copper ore,—and thus our Cornish friends may be relieved from any apprehensions, at least this session.

It may be sufficient, on the present occasion, merely to advert to the misrepresentations put forward in the petition from the manufacturers of Birmingham, presented by Mr Munz, M.P., and others, the majority of whom were only connected by private interests as smelters and merchants, and who could not be considered as interested with the manufacturers of Birmingham, except it were to promote their own pecuniary interests, in acting according to Sir R. Peel's adage, of buying in the cheapest, and selling in the dearest, market. Our readers can well understand the effect of this—sacrifice the miner, advantage the smelter, and neglect the manufacturer. We did think, we must confess, that the Birmingham folks were not so easily done; however, it is clear, the smelters have much tact, and if others do not perceive it, or allow themselves to be “humbugged,” that is their fault. It is nothing less than a direct falsehood, to say that copper has risen, within the past 12 months, 10 per cent.; for we think we can at least establish such a position on the part of the miner, that the Minister, if he be honest, and not biased in arriving at conclusions, must, at least, agree with us, and, if we be right, we need hardly say, that some further inquiry is necessary, and that such should be acquired from sources on which dependence may be placed; for we have no hesitation in saying that we have none in the smelters, or the puppets they put forward.

With the data before us we need hardly say, that although we can well imagine the "complainants" may manage matters between themselves, so as to show that such advance has taken place, a few "facts and figures" will, we think, place the question fairly before our readers. We find, then, that, for the year 1842, in which the tariff was passed—that is, beginning with January, and ending with December—that the average standard of British copper ores was 112*l*. 3*s*.; in 1843, it was 108*l*. 5*s*.; in 1844, 106*l*. 11*s*.; and in 1845, 106*l*.; while, in 1840, the average standard of Cornish ores, was 113*l*. 4*s*.; and in 1841, 125*l*. We think these figures are alone sufficient to justify us in asserting, that Sir R. PEEL was somewhat in error when he stated, that the tariff admitting foreign ores, which was carried out in 1842, allowed the Cornish miner of luxuriating after his hard day's labour on a feather bed. It is not worth while following up the subject at the moment, as "facts and figures" should be in themselves conclusive—at the same time, that we court the communications of those interested in our home mines.

The discovery, which has recently been made at the Cocas Mine, having caused great interest among the shareholders, the question has very naturally arisen, whether those shares, on which the stamp has not been placed, as an acknowledgment for having taken the 12½ shares, issued in 1840, have any claim upon the company, or are not absolutely forfeited? We had intended devoting some space to the consideration of the subject; but the question *on one side* is so well argued, in a communication from a correspondent, inserted in another column, with the circulars from the directors to the shareholders, at the time of the issue of the shares in question, that we shall defer our observations, merely remarking, that our columns are open for a fair hearing of both parties—the “stamped” and “unstamped.”

It is hardly necessary for us to state, that in any matter connected with the county of Cornwall, we feel an interest—more especially when such is calculated to accelerate communication, to facilitate the transit of ores, or to diminish expense—results which must be hailed with satisfaction by “One and All” connected with, or interested in, the Cornish mines. We have from time to time adverted to the several projected lines in the county of Cornwall—at one time advocating the one, and again putting forward the merits or claims set forth by another—our object ever being of placing before our readers the main points in favour of, or defects attendant on, any project. In thus reverting to the subject, we wish to be understood as neither setting up ourselves as the advocates of any one particular line, or as opposed to another,—while it is gratifying to be in a position to state, that while the one project may be retrograding, or for a time retarded, yet others are progressing, and thus holding out expectations of beneficial results, arising from the application and outlay of capital, although we are free to admit that we would rather see *ten thousand* laid out in mines than *one thousand* in railways.* The South or Coast line having passed the ordeal of the Standing Orders has been introduced in the House, and the bill read a second time,—so that the preliminary course having been gone through, the battle may be said to have been half gained, although we can well imagine the opposition with which the measure will have to contend in its further progress. We have next the Central line,—and we believe that the less said on this the better, as, whatever its merits may be, the Standing Orders have not been complied with—and hence the revival of the scheme must be deferred until next session. The Direct Western, we believe, was a premature birth, and the necessary Parliamentary rules were dispensed with. The only other project that we are aware of, which interests our Cornish friends, and those intimately connected with the mining districts west of Truro, is the West Cornwall Railway, on which we are induced to offer some one or two passing remarks.

The West Cornwall Railway, to which we propose to direct our attention on the present occasion—reserving that of the Coast line, which is of the first importance, as forming a communication direct from London to the Land's End—until another opportunity presents itself, when we may be in possession of data more exact than that now before us, as its termini at Truro and Penzance, availing itself, by arrangements entered into with the Hayle Railway Company, of adopting that line in part, and thus affording a speedy communication between those two points. To remark on the advantages which may be fairly calculated upon to attend the transport of ores, from which alone a large revenue must arise, would be futile, so far as regards those connected with the mines of that vast and enterprising district, yielding, as it does, at least nearly three-fourths of the copper ore produced from the Cornish mines; but, taken alone as a passenger traffic, if we mistake not, the statistical tables to which we

INVEST IN CORNISH AND FOREIGN MINES, will find the present opportunity very favourable for so doing. From large sums having been lately diverted from such investments for railway speculations, standard mines are now selling at prices that will pay the purchaser 30 per cent. per annum for his outlay. There are also other mines that are on the eve of paying dividends, which can be recommended with confidence.

Applications to be made to Mr. JAMES HERRON, mining agent, No. 3, Adam's-court, Broad-street, London.

ROSCARROCK SILVER-LEAD MINE:
WHEAL MARY SILVER AND COPPER MINE:
WHEAL WALTER COPPER AND LEAD MINE:
WHEAL CONCORD LEAD AND COPPER MINE:
WHEAL BRAY COPPER MINE:
WHEAL WEEKES COPPER MINE:
WHEAL KELLY LEAD AND COPPER MINE:
WHEAL BRADSTONE LEAD AND COPPER MINE:
WHEAL DUNTERTON COPPER MINE:
COSHLEEN COPPER MINE, county of Cork, Ireland.

Sampled March 18, and sold at Serpell's Hotel, Pool, April 2, 1846.

<i>Mines.</i>	<i>Tons.</i>	<i>Price.</i>	<i>Mines.</i>	<i>Tons.</i>	<i>Price.</i>
Wheal Seaton.....	112	£7 15 0	Fowey Consols.....	98	£3 14 0
ditto	96	5 4 6	ditto	82	4 11 6
ditto	94	7 16 0	ditto	81	4 12 0
ditto	83	3 15 6	ditto	71	5 15 0
ditto	66	7 3 0	South Wh. Bassett.	76	4 8 0
ditto	60	6 19 0	ditto	66	3 10 0
ditto	55	6 16 6	ditto	62	4 14 0
ditto	53	5 3 0	ditto	41	5 8 0
Tincroft.....	74	2 17 6	ditto	28	8 3 6
ditto	73	4 10 0	ditto	14	3 4 6
ditto	71	4 0 6	Dolcoath.....	86	0 5 6
ditto	64	3 18 0	ditto	63	1 10 0
ditto	56	1 15 0	ditto	61	4 0 0
ditto	54	1 3 0	ditto	32	5 3 6
ditto	53	1 15 6	Lanivet Consols.....	76	5 10 6
ditto	37	2 15 6	ditto	70	6 14 6
ditto	36	12 15 6	ditto	43	7 6 0
ditto	35	1 10 0	ditto	32	3 10 0
Camborne Vein... 84	4 13 0		Granberk & St. Aub.	79	5 11 6
ditto	67	3 13 6	ditto	56	6 3 6
ditto	62	5 18 0	ditto	25	2 2 6
ditto	63	6 3 6	ditto	24	4 6 6
ditto	61	4 2 0	Treviskey.....	90	8 15 0
ditto	57	4 11 0	ditto	49	8 14 6
ditto	43	1 10 6	Godolph.....	51	4 9 0
ditto	12	0 5 0	ditto	31	4 15 0
Stray Park.....	42	2 9 6	ditto	19	7 10 0
East Wh. Crofty ..	100	7 1 0	East Pool.....	45	4 0 6
ditto	81	8 18 0	ditto	44	6 19 0
ditto	73	4 15 6	Trevel.....	53	4 1 0
ditto	67	7 10 0	Condurrow.....	40	3 19 6
ditto	55	4 12 0	Barrier.....	25	3 17 6
ditto	48	2 12 6	West Granbler.....	10	5 13 0
Dudnace.....	28	5 19 6	East Crinnis.....	4	5 17 0
Longlose.....	27	4 17 6			

Wheel Scton	619	3953	7	Canal Consols.....	221	1316	11	0
Tinicroft.....	553	2225	17	Grambler & St Aub.	144	948	3	0
St. Mary's.....	491	2157	7	Goldcliff.....	120	616	6	0
Stray Park.....				Goldolphin.....	95	583	2	0
East Wh. Croft.....				Deep Pool.....	89	486	18	6
Dundunance.....	379	2954	18	Cretow.....	53	214	13	0
Goldcliff.....				Goldcliff.....	15	150	0	0
Fowle Consols.....	432	1518	12	Barrier.....	25	96	17	6
South Wh. Busset.....	287	1352	5	West Grambler.....	10	56	10	0
Dolcoath.....	242	1043	15	East Crinins.....	4	23	8	0

	Tons.	Amount.	
Mines Royal	255	51728	2 0
English Copper	954	934	19 6
Virian and Sons	6293	2873	2 1
Freeman and Co.	388	2116	5 6
Greenfell and Sons	446	2043	16 3
Crown Copper	508	2043	16 3
Simms, Willems, and Co.	5083	2145	14 8
Williams, Foster, and Co.	5973	3093	4 7
Total tons	3087	£20,500	5 0

Copper ores for sale on Thursday next, at Andrew's Hotel, Redruth.—Mines and Parcels.—Carn Brea 549—Par Consols 354—Wh. Prosper and Wheal Friendship 257—United Hills and Wheal Sparrow 264—Trenow Consols 156—Wheal Providence 151—Trewavas 137—Wheal Virgin 104—Brewer 89—Providence Mines 64—Wheal Kayle 63—Cook's Kitchen 33—North Basset 20—Wheal Penrose 11—East Relistian 4.—Total, 2267 tons.

NO SALE on Thursday week, April 16.

Sampled March 10, and Sold at Swansea, April 1, 1846.

Mmes.	Tons.	Prod.	Stand.	Price.	Mines.	Tons.	Prod.	Stand.	Price.
Colbre ..	86	222.	814	£16 2 0	Chill	3	422.	764	£30 0 0
ditto ..	81	222.	803.	16 2 0	ditto	2	34.	79.	24 19
ditto ..	79	222.	81.	16 2 0	Knockmahon ..	92.	1012.	7	3 0
ditto ..	76	222.	803.	16 2 0	ditto	83	65.	106.	4 18 0
ditto ..	69	222.	794.	15 10 0	Tigrony	73	65.	1052.	4 15 0
ditto ..	64	222.	812.	15 18 6	ditto	60	61.	108.	4 7 0
ditto ..	54	222.	812.	15 18 6	ditto	11	4.	112.	2 10 0
ditto ..	13	222.	721.	16 0 0	ditto	3	42.	1092.	2 8 0
Cuba ..	73	202.	813.	12 0 0	Kawcar	32.	163.	884.	12 6 0
ditto ..	71	181.	822.	13 7 6	ditto	16	161.	884.	12 6 0
ditto ..	70	194.	802.	13 4 0	Cronebane ..	40	6.	1082.	4 5 6
ditto ..	67	193.	82.	13 13 0	French	19	62.	106.	4 18 0
ditto ..	66	21.	812.	14 18 6	Battersea	13	104.	97.	7 18 6
ditto ..	58	181.	81.	13 0 0	Abbej Regulus ..	6	362.	76.	25 10 0
Chill ..	100	182.	863.	13 14 0	Spanish	5	102.	93.	7 3 0
ditto ..	99	182.	862.	13 16 0	Australian ..	2	153.	875.	11 2 0
ditto ..	21	467.	753.	23 0 0					

Cobre.....	523	23,856	0	Cronebane.....	40	£ 171	0	0
Coy.....	405	5,594	9	French.....	19	93	2	0
Chill.....	225	3,569	2	Battersea.....	13	103	0	5
Kosknahon.....	180	1,100	5	Abbey Regulus.....	6	153	0	0
Tigrony.....	153	636	17	Spanish.....	5	35	15	0
Kaw-aw.....	51	627	6	Australian.....	2	22	4	0

^a Total tons, 1622.—Total amount, £20,484 5s. 0d.

	Amount.	Tons.
English Copper Company	526	£7956 3 0
Freeman and Co.	100	720 14 0
P. Grenfell and Sons	6	153 0 0
Sims, Wileys, Nevill, Druce, and Co.	221	3746 0 6
Vivian and Sons	442	721 18 0
Williams, Foster, and Co.	442	3765 9 6
Totals.....	tons 1625	£20,484 5 0

ditto 67, ditto 32, ditto 18.—Berendsen 124, ditto 12, ditto 102, ditto 95, ditto 87.—Cobre
 55, ditto 54, ditto 70, ditto 87, ditto 50, ditto 78.—Santiago 109, ditto 100, ditto 95, ditto
 91.—Cronenberg 119, ditto 58, ditto 29, ditto 12, ditto 1.—Tigresy 11.—Ballymurragh 94,
 ditto 64, ditto 36.—Cuba 110, ditto 63.—Pennsylvania 97, ditto 35.—Chili 35, ditto 79.—
 Llandidno 130, ditto 20.—French 132, ditto 42.—Cwm Seion 22.—Total, 3034 tons.
 Copper ores for sale April 15.—Cobre 591.—Cuba 431.—Copapo 276.—Knockmahon
 158.—Pennsylvania 135.—Chili 151.—Cuba 40.—Total 1802 tons.

BLACK TIN

Mines.	Ton	Price.	Amount.	Purchasers.
Charlestown	14	£51 2 6	£715 15 0	O. Danbuz; Bolitho.
ditto	4	51 12 6	296 10 0	O. Williams and Co.
ditto	3	38 0 0	57 0 0	O. Bolitho and Co.
Total, 18½ tons.—Amount of Money, 797 <i>l.</i> 5 <i>s.</i> 0 <i>d.</i>				

SILVER-LEAD ORE

Mine.	Tons	Price.	Amount.	Purchaser.
Wheal Rose	80	£19 5 0	£1540 0 0 ..	B. Somers, Bristol.

COAL MARKET, LONDON.

PRICE OF COALS PER TON AT THE CLOSE OF THE MARKET.

FRIDAY — Adair's Main 19 6—Buddle's West Hartley 15—Carr's Hartley 15—Cla-

Original Tanfield 12 6—Ord's Redheugh 12 6—Smith's Pontop 12 6—Taylor's West Hartley 14 3—Pope's West Hartley 16 6—West Wylam 14 3—Wylam 14 3—Eden Main 14 9 to 15—Cowpen Hartley 15—Derwentwater Hartley 13—Hartley 14—Sidney's Hartley 15—Walls' Eden Gosforth 14 6—Walker 14 6—Braddyll's Hetton 16 3—Hetton 16 6—Lambton 16—Pemberton 14 3—Russell's Hetton 15 9—Stewart's 16 6—Kelloe 16—Barrett 14 6 to 15—Eden Hartholpool 12 9—Tees 16—Tees Hetton 13—West Hetton 14.—Ships 61; sold, 39; unsold, 22.

LONDON, APRIL 3, 1845.

	£	s.	d.		£	s.	d.
Inon-Bara..Wales.. <i>ton</i>	8	10	8 15	COPPER—Ordin. sheets, <i>/lb.</i>	0	0	0 10
".....London ..	0	0	9 10	".....bottoms ..	0	0	0 11½
Nail rods	0	0	10 5	TIN—Com. blocks <i>g.-cwt.</i>	0	0	4 15
Hoop(Sta ⁿ).....	11	5	11 10	".....bars	0	0	4 16
Sheet"	0	0	12 15	Refined	0	0	4 17
Bars"	0	0	11 0	Straits <i>/lb.</i>	0	0	4 4
Welsh cold-blast }	0	0	5 5	Banca	5	4	4 0
" Foundry pig ..	0	0	3 10	TIN Plates—Ch., JC, & Co	1	10	12 0
Scotch pig, Clydes	10	10	15 0	"IX	1	16	18 0
Rails	10	10	15 0	Coke, IX	0	0	1 6
Russian, CCND c ..	0	0	16 0	"IX	0	0	1 12
"PSI	0	0	16 0	LEAD—Sheet c.. <i>ton</i>	30	5	20 10
"Gourief 14	5	14	10 0	Pig, refined	21	5	21 10
" Archangel ..	0	0	13 12	"common	19	5	19 10
Swedish d, on the spot	11	10	11 15	"Spanish, in bd. l.	0	0	18 10
"Steel, fgt.	0	0	16 5	"American	0	0	—
"kegs e	0	0	15 0	SPELTER—(Coke) <i>/lb.</i>	19	5	19 10
COPPER—Tile,	0	0	92 0	ZINC—(Sheet) w export.*	0	0	30 0
Tough cake	0	0	93 0	QUICKSILVER	0	0	4 6
Best selected	0	0	96 0	REFINED METAL	0	0	—

Iron.—The transactions in Welch and Staffordshire continue very limited, and consequently a tendency to give way in price has appeared. In some instances 87. 10s. for bars in Wales has been accepted; but in the continued depressed state of the money market, with only a dull demand for the continental markets and none for the Indian, a brisk business cannot be looked for, except at further reduced rates. Sales of Scotch pig given at Birmingham at 68s. to 70s. on board at Glasgow; several export orders were here at the same rates, but not without considerable speculation.

A small quantity of Russian and Swedish, but in Swedish steel none.

Copper.—No alteration in price since last week's *Market Journal*. The demand

TIN. English, is reduced this day 4s. per cwt., and foreign is about 2s. lower than last week. **TIN PLATES** are very dull, and have declined 2s. per box on charcoal, and 1s. per box on coke.

LEAD continues firm, but the export demand is limited: no soft foreign on the market, either here or at Liverpool.

SPELTER has yielded in price, orders for arrival having been taken at 19^l. 7s. 6d. No large orders have been recently given for spelter on the spot, but a good quantity has moved off in small parcels at 19^l. 5s. to 19^l. 10s. The present stock is estimated at 3960 tons.

[From a Correspondent.]

Madras and Calcutta	Tons	472
Bombay		180
China, Singapore, &c		19 555 tons

The stock in London on the 1st April, 1846 3960 tons.
There has been a dull market for all descriptions of iron; Scotch pigs have declined to 70s. at Glasgow, and, at that figure, several thousand tons have been bought for export. Copper remains unaltered.—Tin (both English and foreign) is a shade lower. In tin plates nothing doing, and lead continues firm.

MARCH 27.—During the course of the week not much iron has changed hands on speculation—prices, however, remain much the same as in our last. We quote the price as 69s. to 70s. for choice of Nos. It is supposed that the numerous shipments now making

MARCH 31.—We have to note a decline of a shilling or two in prices since our last; but, as purchases are wholly confined to orders for immediate shipment, and the stock of consumers throughout this country being very limited, it is considered that prices cannot recede much farther. It is believed that, ere long, an advance may be looked for, should money resume the ordinary channels.—*National*.

HAVRE, MARCH 30.—A parcel of 1800 pigs Missouri, expected by the *Brunswick*, from New Orleans, found buyers at 54 f. per 100 kil., duty paid.

have had, and shall again have, to refer, on other matters more immediately connected with the mines, the population on the line of road may be fairly taken at from 180,000 to 200,000.

Connected with the main line, it is proposed to construct branches to St. Ives, and other points—while, it would appear, from the information acquired, that Mr. BRUNEL's services have been secured as engineer, and whose ability is well admitted, although, in the evidence, taken by the Government commission, that gentleman stood alone as the advocate of the broad gauge—every other engineer being opposed to him; this, however, is travelling from the question. The capital proposed is 500,000*l.*, and we can well understand the benefits which must arise to Cornwall in the application of such amount of capital, more especially when we consider the prospect, however far distant, as we trust it may be, of our home mines being sacrificed to foreign enterprise by the removal of the present import duty on foreign ores. The prospectus, and the reports of the engineer, which are now before us, hold out a prospect of a return of at least 10 per cent. on the capital employed; and, without offering an opinion, or entertaining a comparison, as to the benefits which may arise from the construction of other lines in the county, we must say, that those best acquainted with the locality, will agree with us—that if any line in Cornwall can or will pay, this must.

In directing attention to, or upholding the scheme, we feel a gratification in advertising and directing the attention of capitalists to a mining district, with which we feel ourselves so closely associated, and more especially when we consider, that whatever may be the revenue derived from the railway, that a vast advantage is acquired by the mines; as, while facility of transport is obtained, a reduction in cost of transit is also secured, and with 150,000 to 180,000 tons of ore raised from the Cornish mines annually, this is a matter of no slight consideration—not to advert to the coal required, timber or other materials, for the use of the mines.

In closing our remarks on this line of railway, which we hope to see at an early day "in course," we may observe, that Hayle—the Liverpool of Cornwall—is on the line, and thus forming a communication with that port and the establishment of the Hayle Foundry, the Copper House Works, and others, and the several mining or trading districts—while the very circumstance of such being the port for shipment of ores to, and import of coals from, Wales, is, in itself, an important feature, not to advert to Portreath, with which a branch communication will be formed. The sea sand, which is here to be obtained in vast quantities, containing some 85 or 90 per cent. of carbonate of lime, will also not only tend to the advancement of the interests of the railway, but must be held as of the first importance to the agricultural districts, from the facilities afforded, and the reduced cost at which it can be rendered. With these few observations, we must needs close our notice for the present as regards railways in the county of Cornwall.

[FROM A CORRESPONDENT.]

In last week's Journal will be found a letter from a correspondent, who signs "A Constant Reader," inquiring as to the situation in which he stands as a holder of "unstamped" shares in the Macaebas and Cocas Mines, not having taken up the 12*l.* shares issued in 1840. We have made some strict inquiry on the subject, and refer our correspondent to the following remarks:—In the MINING JOURNAL of the 14th and 21st ult., we alluded to the discovery of a rich vein of highly auriferous jactinga, at the Cocas Mine, belonging to the Brazilian Company, which, in all probability, will cause a highly desirable revolution in the affairs and prospects of this almost forgotten mine. While we heartily congratulate the shareholders on these improved prospects, which we trust the next advices from the Brazils will fully authenticate, we cannot help severely deprecating the conduct of some parties, who, holding shares on which only the original 25*l.* has been paid, and which shares are absolutely void, who during the gloom and despondency naturally prevalent on the almost apparent failure of a great speculation, kept aloof from all further responsibility, nor would lend a hand to save a sinking ship; now, however, that a brighter star appears in the horizon—now that the "forlorn hope" have some prospect of repayment for their labour and their outlay—the parties above-named press forward for their share of that produce to which, in all honour, equity, and reason, those only are entitled who have borne the burden and heat of the day. The circumstances of the case are these:—For several years previous to 1840 the mines had been entirely unproductive, and, according to the seventh clause of the contract entered into for possession of the Cocas Mine, it was to become forfeited, and the mine revert to the Brazilian owners, at the expiration of 50 years, or at any previous time, if it should cease to be worked, or be abandoned.

From the continued decrease of the company's funds, it became evident that, without further advances from the shareholders, the above event must happen, and the mines, after all the outlay upon them, with the valuable plant and machinery, be delivered to the former owners, without one farthing return. To avoid this severe sacrifice, several of the shareholders, who saw yet a gleam of hope, called meetings, at which it was resolved, that new shares should be issued at 12*l.* each, to be considered equal to 25*l.*, and that each holder, for every eight original shares, must take one of these new shares: such eight original shares, on paying the 12*l.* to be stamped with a blue mark. To prevent any shareholder from being taken by surprise, and to give ample time for taking up the new shares, the following three circulars were issued:—

(CIRCULAR, NO. I.)

Sir,—I am instructed by the directors to request your attention to their report of the 1st inst., in which you will find detailed the present state of the mine, and the plan proposed to enable them to continue to defray the expenses of the establishment. To the latter I am desirous to beg your immediate and serious consideration; for as the expenses are continuing from day to day, without any fund for their payment belonging to the association, the directors will be forced to the unexpected and disastrous, but unavoidable, necessity of stopping the mine at once, in case the assistance of the shareholders is withheld. The support required is that every holder of eight shares should take one of the new scrip, which will raise a sum fully adequate to try the mine, with every prospect of great success, and I am further desirous by the directors to request the favour of your informing me on or before the 20th inst., how far they may calculate on your support. I have the honour to be, Sir, your's, &c.

(CIRCULAR, NO. II.)

Sir,—Under date of the 16th inst., I took the liberty of urging your immediate and serious attention to the report addressed to the shareholders on the 1st inst.; and I requested the favour of your informing me—on or before the 20th inst.—how far the directors may calculate on your support. Not having received any reply to my communication, I am directed again to draw your attention to this subject, which you must be aware is of such a nature, as not to admit of hesitation or delay. It is essentially necessary that the directors should know at once the extent of the subscriptions on which they may calculate, and that the shares contributing to furnish the new capital for the prosecution of the works, should be distinguished from those on which any further contribution is refused; and the directors beg, therefore, to call your attention to the advertisement, of which the following is a copy:—

"NATIONAL BRAZILIAN MINING ASSOCIATION—MACAEBAS AND COCAS. The shareholders, who have subscribed for the new scrip, are requested to bring their shares to this office, that the shares upon which the new capital has been paid, in the ratio of one scrip to eight shares, may be stamped and entered.—By order of the board, 26, Throgmorton-street, Jan. 18, 1840."

To prevent the possibility of any just complaint by shareholders of being taken unaware, the directors have desired me to address this circular to every party who has ever been on the company's books as a shareholder; and, at the same time, to intimate to you, that no shares will be stamped, as contributing to the newly-raised capital, unless such are brought in, and the *pro rata* scrip paid for, on or before the 31st inst., being one month's notice, since the date of the report.

WILLIAM MARINER, Secretary.

P.S.—You will confer a favour by giving the address of any of your friends, being shareholders, who have not received the circular dated the 16th inst.

(CIRCULAR, NO. III.)

Sir,—The directors being earnestly desirous that no just ground of complaint should exist on the part of those who, by not taking their full proportion of the new scrip, or by refusing altogether to join their fellow-adventurers in supplying the funds necessary for continuing the works at the Cocas Mines, virtually abandon the same, I am desirous to bring under your attention the seventh clause of the contract, by which the association are now in possession:—

Seventh Clause:—"At the expiration of 50 years the mines shall revert to the Brazilian proprietors; and, in like manner, if at any time the mines should be abandoned by the English adventurers, they should revert to the Brazilian proprietors, with all the machinery thereon, without the latter being obliged to pay any thing for the same."

The original contract for working the Cocas Mines will be shown to you, or to any shareholder, on application at this office.

I am, in conclusion, directed to state, that, in their report of the 1st inst., the directors, to the best of their judgment and knowledge, have placed before you the actual position of the mines, both as to its present state and prospects; and, in calling upon their fellow-adventurers to supply the funds for carrying on the works, in the proportion of one new share to eight old ones, the directors themselves set the example, by adding, in this ratio, to their already large interest. They have thus done all in their power to forward the works in progress, both by subscribing themselves and soliciting the aid of their fellow-adventurers—and here their efforts must cease. No further applications will be made, or circulars sent; but, in justice to the great majority of shareholders who have furnished the new capital, the directors will proceed to take such measures in respect to the shares not contributing to the same (if, unfortunately, there should be any) as they may be advised.

WILLIAM MARINER, Secretary.

After all this warning—after all this straightforwardness on the part of the directors—the holders of rather more, we believe, than 9000*l.*, took up the 12*l.* shares, realising from 12,000*l.* to 13,000*l.*; the remaining holders, according to all commonly accepted ideas of common sense, as far as they were concerned, fully abandoning the mine. It was this capital that saved the property—it was this upon which they have toiled on in the hope of still retrieving past losses; and now that a prospect appears of some return for their perseverance, they are pounced upon by those parties who deserted them when in adversity, but would join them in prosperity. We trust, the directors will remain firm in disowning the unstamped shares, in which, we think, they will be fully justified. Let our readers, who may be interested, refer to a few leading remarks in the MINING JOURNAL of Nov. 25, 1843, in the case of Sir T. TURTON and the United Hills Mining Company; and we trust that, should any of the "unstamped" have the temerity to take a similar course, they will be also taught the useful—although, perhaps, expensive—lesson that the laws of England will uphold those only who as shareholders act in good faith with their co-adventurers, and that mining can only be looked upon as a legitimate pursuit, when it is supported by the same honourable dealings as mark other commercial transactions.

The proceedings at the meeting of the Patent Galvanised Iron Company, held on Tuesday last, affords one of those striking evidences of the improvement, and the prospective advantages attendant on the iron trade; while, we need hardly say, that this staple product is one on which we mainly depend as our national wealth. The report read tells us, that not only will 10 furnaces be in blast within a few months, but that they will be in a position to supply 700 to 800 tons of manufactured iron from the Phoenix and Corby's hall works; and, moreover, that, at this moment, orders are in hand which will occupy two to three years in their completion. This is at least satisfactory to the shareholders, who, with a regular dividend of 8 per cent., we think, may well content themselves with their position. The adjunct of the works in Staffordshire, and the association of Mr. W. MATHEWS, the late proprietor, as a director of the company, we need hardly say, is no slight advantage acquired.

During the past week, our attention has necessarily been called to the circumstances of the county of Cornwall, in respect of its much needed and long deferred railway—every day, indeed, increasing the depth of that necessity, while we have offered some observations on the "West Cornwall," as forming an adjunct line, in another place. The Devon and Cornwall Central Railway Company's Bill was, on Tuesday last, rejected in the House of Lords: the district is, therefore, left in the hands of the Coast line, and of the line not so well known, nor, as we think, so highly appreciated as it ought to be—namely, the Great Western and Falmouth Junction. Our readers are aware, that as a Central project, we have long thought well of this line; and in the altered circumstances of the county, on the loss of the Devon and Cornwall Line, we think it additionally imperative on the leading men of the district, to consider how usefully the Junction and the Coast lines might, by an incorporation of their separate capabilities, be wrought into a highly advantageous project for the county at large. We have seen, and on proper occasions set forth, the many disadvantages of a Coast line taken by itself. There is, we think, nothing more indisputable, than that the Plymouth line separately could never do the transit business of the county. A moment's glance at the map, and at the course of the line, will settle that point conclusively. The one object accomplished by the Coast line is, that it connects the great south western ports of Plymouth and Falmouth,—an object important in itself—but injurious, if arrived at, by neglecting a Central intersection of the district from Penzance to Exeter; and further injurious, also, on account of the greater distance passed over, and time consumed by that route to the metropolis: the great desideratum, the one exigent necessity, which meets the population of the district, in their daily business, is a line giving direct and rapid communication with the capital and a line that takes the traffic of Cornwall through Plymouth effectually hinders both. Every consideration of every kind, touching the subject, is secondary to this.

The Cornwall line, having its terminus at Falmouth, would, at that point, take up the traffic of the Helston and Penzance district, and, continuing its course to the vicinity of St. Austell, might there project its trains into the Junction line, descending to that point from Crediton. From St. Austell the line might divide itself into two independent branches—the Junction hastening forward to Exeter and the metropolis, and the Coast line stretching away to the south of Cornwall and to Plymouth, its assigned eastern terminus, with the traffic of those districts. This project, of a united trunk line below St. Austell, and its separation near that point into two lines, taking nearly the directions indicated, would accomplish the great national object of a direct communication with London, and the local object of a communication with the western arsenal of the kingdom. Such an arrangement, as it appears to us, is as favourable as the circumstances of the case admit of, and, we may add, as the necessities of the case require. We are prevented, by want of time this week, from saying more; but we do in all earnestness take leave to commend the subject of a county railway to the immediate consideration of the gentry and public of Cornwall. In another column will be found a letter from Mr. HARVEY, to which we direct the attention of our readers, and more especially that of the shareholders of the Devon and Cornwall Railway.

THE COAL TRADE.—The usual return of the monthly importation of coal, culm, and cinders, gives the following results for Feb. Imported from—

Newcastle	92,567	Yorkshire, &c.	2,606
Sunderland	88,542	Small coal	497
Stockton and Hartlepool	54,224	Cinders	2,083
Blyth	9,298		
Scotch	491		
Welsh	4,037		

Total imported in February, 1846 254,235

Which, as compared with the corresponding period of last year, shows an increase of 47,607 tons—the quantity then imported being 206,648 tons.

ECONOMY IN THE DRESSING OF TIN ORES.—It will be observed, by an advertisement in our columns of to-day, that a patent has been secured by Messrs. Polkinghorne, for the application of a liquid or admixture to tin ores, whereby the iron pyrites, arsenic, sulphur, or other deleterious substance, is removed—thus improving the quality of the ore 2*l.* to 4*l.* per ton. This, it would appear, is effected at a cost of 15*s.* per ton, including the charge for license on the ton of ore. We take it for granted that much must depend on the nature of the ores, and, consequently, the mixture of the component parts to which they are subjected. We understand ores from Wheal Vor, Great Work, and other mines, have been subjected to the test, proving the value of the application. We have, however, instituted inquiries, and hope shortly to be in a position to present the results.

CALLINGTON MINING COMPANY.—We are authorised to state, that the adjourned special general meeting of this company will be held at the offices of the company, 44, Finsbury-square, on Tuesday, the 21st inst., when a report from the committee, appointed on the 30th ult., will be presented, and, moreover, when the nomination of directors, and determining on the future regulations of the company, will be submitted for the consideration and approval of the shareholders.

PROGRESS OF IRON SHIPBUILDING.

We noticed, in our last Number, that Government had entered into arrangements with the Pacific Navigation Company for the transmission of the mails to South America; it would appear that, in addition to the requirements of this company, our navy in the Brazilian trade is undergoing considerable increase. On Saturday last, a large and well-modelled iron steam-ship was launched from the yard of Messrs. Hodgson and Co., Liverpool, to ply between that port and the Brazils, being the first of a line of eight of her class; she is 175 ft. long, 26 ft. 4 in. beam, 17 ft. deep; she will be fitted with direct action engines, of 100-horse power, and ship-rigged, with heavy masts and rigging. About the same time, on the day named, two other launches took place on the Mersey—one was a fine iron steamer, belonging to the City of Dublin Company, from the yard of Messrs. Cato and Co.; she had to run down a launchway of 400 ft., but entered the water in gallant style, without the slightest accident; she was christened the *Black Diamond*, is 320 tons burthen, 135 feet long, 21 feet beam, and 13 feet deep; her engines will be direct action, and of 60-horse power. The other launch was a fine vessel of 600 tons burthen—she was christened the *Anne Henderson*, and is intended for the Calcutta trade. On Tuesday last a vessel of 400 tons was launched from the building yard of Mr. W. B. Jones, Brunswick Dock.

On Saturday last, the Thames also witnessed the launch of a fine vessel—the first of a series of five—for the Peninsular and Oriental Steam Navigation Company, called the *Sir Henry Pottinger*; her hull is entirely built of iron, with the exception of deck flat, and water ways, and 650 tons of iron have been used in her construction. The plates vary from thirteen-sixteenths to three-eighths; her frames are very strong, 12 in. apart in the way of the machinery, and 18 in. fore and aft—the floor plates being 16 in. deep; the hull is strengthened by keelsons, and longitudinal and diagonal binding plates, and she is divided by numerous iron water-tight bulk heads; her spar and main decks are flush, and afford an unbroken promenade from stem to stern. The following are her dimensions:—Length, 218 ft.; breadth of beam, 35 ft.; depth from spar deck to floor of engine-room, 28 ft.; height between passenger decks, 7 ft.; load draught of water, 16 ft.; displacement, 1900 tons. In Ireland, too, it is pleasing to observe, that shipbuilding is progressing. On Saturday last, the first iron-screw steamer, ever built in Dublin, was launched from Mr. Barrington's foundry, at Ringsend Bridge. She measures 135 feet in length, 14 feet in depth, with 22 feet beam. She is highly symmetrical in build, and of great strength, and bids fair to prove a credit to her builders, and to Ireland. As a first attempt, this success is highly encouraging, and we are glad to hear that shipbuilding is making such steady advances in the "sister isle."

THE IRON TRADE IN FRANCE.—Casting metal has experienced a slight decline during the last week, which has caused several important transactions to have been entered into. The following are the quotations of cast metal delivered at St. Dizier:—viz. plate metal and hearths, 9*l.*; pipes, 9*l.* 12*s.* 6*d.*; water and gas pipes, of 65 millimetres to 162, from 11*l.* 4*s.* 2*d.* to 11*l.* 8*s.* 4*d.*; do. from 189 to 324, from 11*l.* to 11*l.* 4*s.* 2*d.*; other descriptions of metal, for various purposes, for the making of cooking and other utensils, vary from 6*l.* 8*s.* 4*d.* to 6*l.* 12*s.* 8*d.*; and for mechanical purposes, from 15*l.* 4*s.* 2*d.* to 20*l.* The iron manufactory of Couillet and Marinelle, the principal ones of the whole of Hainaut, have eight high furnaces—of these, four are in full blast, and the other four inactive, but one or two of them will soon be burning, as this company have received considerable contracts for rails for the interior. The company or society of Chateaufort have seven high furnaces, but at present only two are in full blast. At Monceau-sur-Sambre, out of the four high furnaces, there are three at work. The two high furnaces of the iron factory of Hourpes are constantly lighted—the same with the two belonging to M. de Dorlodot, at Bouffiaux and Acoz; that of the company of la Providence, and that of M. Dupont, at Fayt. At Montignies, there is one in full blast, and one not. That of Hanchis is still extinguished. Therefore, out of 28 high furnaces, which exist in the basin of Charleroi, there are, at the present moment, 16 in full work, and 12 inactive; but there is very little doubt, that several of the latter will soon be placed in full blast. On the other side, in the province of Hainaut, at Panneroel, there are two high furnaces belonging to the company Borinage, which are shortly going to be put in full work, in consequence of the reconstruction of this company. According to the published returns of the iron factories of Liege, we find that Belgium at present possesses 51 high furnaces, for the making of coke—and in the course of the present month, there will be about 40 in full operation, which on an average will produce 24,000 lbs. per day; therefore yielding altogether 175,000 tons of cast metal per annum. Both in France and Belgium, the greatest activity prevails in the iron trade and very extensive speculations are being entered into to meet the demands that will be made, during the present year, for railways and other purposes. With respect to Belgium, the high furnaces of the company of Ougree are in full work, and the society is secure for a long time to come, in disposing of its metal. The company of Selessin possess six high furnaces—four of which are in full blast, and the fifth will soon be at work. At Seraing, there have been, since 1835 and 1836, two high furnaces—a third one had been constructed, and, as the three were not sufficient to meet the demands of the establishment, a fourth furnace has recently been erected. At l'Esperance, there were formerly only two high furnaces, and last year they built a third one, by arrangements that had been entered into by several French bankers, to increase the capital of the company, and a fourth high furnace is now being constructed. This development of the mineral industry or iron trade of Belgium is in consequence of the rapid demand from this country for Germany and the interior. The high furnace of Grivegnée, is in full blast, and there is very little doubt that the furnace of Venes, which has been extinguished for several years, will soon be in full fire. The metallurgic industry of Liege is now more prosperous than ever, and the demands are daily increasing to a very great extent. The above will show that the iron proprietors, both of France and Belgium, have formed a combination to do all they possibly can to keep British iron out of their markets; but the superiority of our iron, either wrought or cast, for shipbuilding, and other purposes, is such that it will always have an ascendancy over either in both countries.

CONSTRUCTING OF LOCOMOTIVE ENGINES IN FRANCE.—In former Numbers of this Journal, we have stated, that in consequence of the numerous concessions that have been made of the principal railways throughout France to opulent companies, it has given the greatest impetus to the constructing of machinery, and the development of mining industry. The proprietors of railways in France are trying all they can to make their own engines, and all the material requisite for the lines to be laid down—so as to form a monopoly among themselves, to prevent the introduction of the English locomotives, rails, &c. This has had its effect to a very great extent, and there a most remarkable activity now prevails in all the iron works, forges, and high furnaces, and the factories for the constructing of machinery, to compete with each other, so as to furnish the requisite materials for railways—viz. iron for rails, cast iron for chairs and sleepers, and everything required for the making of steam-engines, so that they should be entirely confined to their own factories. The *Journal des Chemins de Fer* has taken up the subject with some spirit, and shows the injury it will do to the progress of mining and mechanical industry, if the proprietors of railways are determined, not only to make their own engines, but everything belonging to the railway department, by establishing their own workshops, which will be highly injurious to private enterprise,—as the companies, being composed generally of wealthy bankers, and the most opulent leading men, are forming a conclave to purchase not only the coal, but the great productive iron mines in France and Belgium, so as to work them themselves at a trifling cost, considering the facilities they will have over all other competition, having the means of conveyance in their hands.

CORNWALL AND DEVON CENTRAL RAILWAY.—The Lords' Standing Orders committee took this line, in the first instance, on Tuesday last. There was opposition to the bill; and, in the course of the proceedings, the promoters admitted that there were errors in their levels from Truro to Penzance of so fatal a character that they at once consented to abandon that portion of their project, and then took the line up from Falmouth via Truro to Exeter. Similar objections as to the levels were then taken to this portion of the line. After evidence, the committee said, they would reserve their opinion. Another allegation was, that there had not been a proper deposit of plans with the clerk of the peace for the county of Devon. The plans deposited were then produced; when upon examination, it was discovered that, whilst in the plans brought from Cornwall there were two sheets numbered "No. 9," there was no such numbered sheet amongst the plans lodged in Devon. The committee held this to be a fatal error, and therefore declared the Standing Orders not to have been complied with. The bill, therefore, is thrown out.

SALE OF COPPER ORES FROM PRINCIPAL CORNISH MINES, FOR THE QUARTER ENDED MARCH 25, 1846.

Mines.	No. of Ticketings.	Tons.	Amount.
Wheal Maria	3	3474	£19833 11 0
United Mines	3	2307	11572 4 0
Cara Brea	3	1664	10889 12 6
West Caradon	3	1277	9470 12 0
Poway Consols	6	1681	8579 15 6
Par Consols	5	1333	7920 16 6
Great Consols	2	1362	8485 1 0
Tincroft	3	1431	6979 16 0
Wheals Prosper and Friendship	3	1334	6502 3 0
North Roskear	2	862	5340 13 0
South Caradon	2	818	4799 12 0
Wheal Seton	1	633	4378 15 0
Trenow Consols	3	581	4236 5 6
Tresavan	2	1087	4043 0 6
East Wheal Crofty and Longclose	2	738	3554 16 0
United Hills	3	915	3528 6 0
South Wheal Bassett	2	551	3092 1 6
Poldice	2	640	2827 15 6
Holmbush	3	325	2485 16 6
Stray Park and Camborne Vein	1	507	2022 12 0
South Towan and Lydia	2	504	2458 3 0
Levant	2	416	2438 18 6
Botallack	2	322	2179 9 0
West Wheal Jewel	3	471	1948 9 6
Dolcoath	2	400	1846 16 6
Bedford United	3	308	1781 16 6
Wheal Providence	2	250	1657 0 0
Perran St. George, Dolena, and Wh.	1	350	1555 19 6
Leisure	1	432	1440 16 0
Hallenbeagle	1	266	1435 9 0
Tredleigh	2	220	1240 0 0
Lanivet Consols	2	270	1177 17 0
Wheal Jewel	1	200	1144 11 0
Trethellan	2	290	1123 13 6
Trevasky and Barrier	1	131	1105 9 6
Godolphin	1	124	986 5 0
Grambler and St. Aubyn	1	207	898 8 6
West Wheal Treasury	2	166	850 10 0
Wheal Sisters	3	130	821 2 0
Trevaun	1	130	793 14 0
Wheal Ellen	1	122	752 17 6
Wheal Clifford	1	133	658 5 6
Craig Braws	1	110	557 5 0
Wheal Maiden	2	139	519 17 0
East Pool	1	100	479 5 6
Wheal Andrew and Nangles	1	65	415 1 6
East Downs	1	44	276 12 0
Wheal Vyvyan	1	79	252 7 6
Fenestrul	1	62	241 2 6
St. Austell Consols	1	52	226 4 0
Total		Tons 30249	£164,106 11 6

[To be continued.]

PRODUCE OF IRISH MINES SOLD AT SWANSEA TICKETINGS, FOR THE QUARTER ENDED MARCH 25, 1846.

Mines.	No. of Ticketings.	Tons.	Amount.
Knockmahon	3	1368	£9932 0 6
Berchaven	2	449	3332 0 0
Croncane	4	565	2473 10 0
Ballymurtagh	3	514	2031 10 6
Tigrony	1	139	641 0 0
Lackamore	1	68	485 0 0
Ardulley	1	48	446 8 0
Total		Tons 3191	£19,401 9 0

PRODUCTION AND CONSUMPTION OF ZINC.—The production of zinc has of late years made a most remarkable progress, and is daily developing its benefits to nearly every purpose—viz., the sheeting of vessels, the covering of buildings of all descriptions, railway termini, &c., and in the galvanising of iron, now becoming generally adopted in the West Indies, Cuba, the Havana, and the whole of South America, where shocks of earthquakes are so frequent. Galvanised iron is one of the greatest improvements that has been made for many years, as it is applicable to every description of buildings; and very large contracts have been entered into in this country for sending out to Jamaica, the British and Foreign West India Islands, and South America, not only well-constructed churches, but commodious dwellings, warehouses, &c., of this metal, as its great qualities are, that it is impervious to the heavy rains which fall in those countries during certain periods of the year; but, above all, that it does not attract the electric fluid, when the heavy thunder storms prevail, like any other material. In 1837, the production of zinc was 25,000,000 lbs., as follows:—5,000,000 lbs. from Poland and Cracow; 16,000,000 lbs. from Prussian Silesia; and 8,000,000 lbs. from the Vieille-Montagne, in Belgium—making about 35,000,000 lbs. It has, since that period, increased to 73,400,000 lbs., and the demand is rapidly progressing, not only in this country, but France, the whole of the continent of Europe, where so much progress is making in steam navigation, railways, the arts and sciences, and mineral industry, but also in the New World and India. The greater portion of zinc at present obtained is from Silesia, being on an average 38,000,000 lbs. per annum; Poland, 6,000,000 lbs.; the Vieille Montagne, 11,000,000 lbs.; England, 5,000,000 lbs.; and 6,700,000 lbs. from Cracow, Stolberg, Corphalia, and Rhenish Prussia—making about 73,400,000 lbs., which is an increase of 46,000,000 lbs. since 1837, or nearly 200 per cent. The exertions now making by the enterprising proprietors of the Nouvelle and Vieille Montagne Companies, to whom the greatest praise is due for the progress they have made of late years in working their mines, and giving an impetus to mining industry in Belgium, will, ultimately, render their speculation one of the most lucrative, and fully reward them for the energy they have displayed in producing this important branch of commerce.

MINERAL RESOURCES OF ALGERIA.—In our last week's Journal we remarked on the mineral richness of this new colony, and we now proceed to give a few additional particulars, more especially as regards its resources for fuel, without which its mineral riches are next to useless. It was not known before the conquest of Algeria by the French, that coal existed in that country: mines of metals have been worked from very remote ages, as tradition and many vestiges testify; but had there been any traces of a coal formation, the Arabs, and more particularly the Kabyles, would have turned them to account in obtaining metal from the ores. Since the conquest by the French, and in some returns made since 1845, it has been stated that a few veins of the worst description of lignite have been discovered in the vicinity of the camp at Smendou. These veins, as well as some which have been met with in the environs of Fondouck, and near Cape Jenes. Notwithstanding the inferiority of this lignite, should it turn out a regular formation, and not merely a casual deposit, it will prove valuable from the extreme scarcity of fuel. Explorations in the most likely strata to produce coal, have been geologically made on a small scale; but from the difficulties and dangers, it will be long before they can be productive of any good effect, although supported and assisted by a branch of the Mines Department in France, which has been established three years; and the general opinion among those most likely to be able to judge correctly appears to be, that all researches which may be made will elucidate nothing more than a few lignite beds confined to the tertiary formation. With respect to wood fuel, the mountain districts of Algeria produce but very little besides brambles, bushes, and jungle, quite useless for the production of iron. Near Milianah, in the province of Algiers, there is some forest wood—as also in the province of Oran, where the forest of Muley Ismael, principally of stunted growth, is 30 miles in length; but even these are at the most inconvenient distance, and far from water carriage. The finest growth of timber is in the forests of Beni Sala and Bon Jhaleb, 45 miles from Setif—the distance from whence to Constantine is 90 miles, and where wood is so scarce that the Arabs travel with it on the backs of mules, and sell it for 4s. 6d. per 2 cwts. The forest of Beni Sala, hitherto only used by the Arabs and hunters, has lately been explored: it is nearly 12 square miles in extent, and is composed chiefly of oak, cork, and white cedar. The Oud Seybouse river passes at a short distance from this forest—down which in the rainy season and winter timber may be floated to the coast. This, therefore, might be made available, for a short time, for smelting and building purposes. The forests comprised between Bona and Philipville appear likely to be the most important; they extend over a superficies of 80,000 hectares, and would produce 25,000 cords of wood, calculated to make 1575 tons of charcoal. From the above it will be seen that the supply of native charcoal for smelting must be exceedingly temporary; and if the working of the various ores said to be discovered, is determined on by the Government authorities, they must import the necessary fuel from Europe at a great expense.

THE COLLIERIES.—The colliers in this district have generally renewed their engagement with their masters; there is, therefore, small prospect of any cessation to the working of the mines, and any alarm which a late meeting on Felkington Moor may have excited, may now be disregarded.—*Berwick Advertiser.*

Original Correspondence.

THE IRON TRADE, AS CONNECTED WITH SCHEMES FOR RAILWAYS NOW BEFORE PARLIAMENT, OR PREPARING FOR THE NEXT SESSION.

SIR,—The check to the upward tendency of iron, from political and other circumstances connected with the money market, being, as may be expected, of a temporary character, the considerations that bear upon iron will, ere long, be restricted to those that legitimately belong to it, and, with reference to railway undertakings, the correct inference seems to be, the prospect of a healthy and prosperous period, for the iron trade is gaining strength from the cessation in transactions in railway scrip, and the desire of all parties, concerned in the numerous schemes now before, or preparing to go to, Parliament, to see them restricted to the capital the country can control for railway enterprise. The lines to be made in Ireland with the co-operation of the Government, and the legislative measures likely to follow the report of Mr. Morrison's committee, together with the strength needful lines will gain from the amalgamations that may result through the committee, likewise appointed for that purpose, on the motion of Mr. W. Patten, foretell the advancement of well-directed undertakings, and the release of much capital, at present locked up in competing, or other useless, schemes. Part of this capital that will in course become released will, doubtless, afterwards be embarked (where it belongs to parties that do not otherwise require it), with other "bona fide" capital in the country, ready for employment on remunerative terms in the needful railway accommodation wanted by the public, the extent of which the Government have now before them ample materials to ascertain.

The countenance the Government has given to Irish railways, it is fair to expect (if required), may be extended to lines in England and Scotland, necessary for the respective localities, where the traffic, &c., justifies their formation; consequently, looking at the needed railways to be made at home, with those also required in the colonies, and other places abroad, to be wholly, or in part, supplied with materials from England; the demand, that will emanate from these undertakings for iron, will be more steady and extensive than could be expected from the indiscreet progress of numerous competing, or worthless, undertakings, certain to be abandoned before a ton of iron could be required for them. By judicious amalgamations, and a satisfactory adjustment of the respective tariffs by the Government, it may be expected the railway accommodation throughout the United Kingdom will be established on a footing to be accomplished to the profitable employment of spare capital, and the general welfare of the country. The bill brought forward by Mr. Moffatt (which passed the second reading yesterday, and is to be committed to-day), to permit the transfer of railway deposits to be made to the Accountant-General in Exchequer Bills, in Stock, or other Government Securities, and to abolish the necessity of having a Speaker's order for paying in money, or depositing these securities, will tend to facilitate the further payments required by the Standing Orders, so that the money market will be relieved in this respect, in the way so much required when the first deposits were made.

The release of a large amount of these deposits may be hastened by the petitions now going to Parliament for the abandonment of many of these schemes; so that the good being separated from the bad, and the attention of parties capable of carrying them out being directed only to the former, the iron trade will feel this influence; and, looking at the demand actually in operation at this time, and the accession to it for iron, to construct only a very limited portion of the really requisite railways, an improvement, to correspond with the prices at this period last year, is a moderate estimate for the future, as the trade again assumes the buoyancy an easier state of the money market will not fail to impart to it. In this month, last year, the rates were nominally 11l. 10s. to 12l. for rails; 6l. 10s. No. 1; 6l. 5s. No. 2; and 6l. No. 3, Welsh foundry pig; and 5l. 5s. for Scotch pig. To this point the market was reinstated for rails in October last, when the causes that have deranged every branch of trade, reduced the prices of iron; but this reduction is not for the foregoing reasons to be considered otherwise than temporary.—*MERCATOR: London, April 1.*

IMPROVEMENTS IN THE CONSTRUCTION OF RAILWAYS.

SIR,—I notice in your Journal of last Saturday, a letter on the subject of Greenhow's geometrical railway, signed "Robert Mushet," which concludes with the following remarks:—"Substitute concrete for ballast as a basis for the longitudinal sleepers, and adopt cast-iron sleepers instead of the present Kyanised humber, for the support of the wrought-iron rails, imbedding the rails themselves in grooves left for that purpose in the cast-iron sleepers, and retaining them in these grooves by means of lead or iron cement, which would be far cheaper; and then, with round rail surfaces, and hollow wheel tyres, a degree of safety will be attained, which at present is unknown." Some months ago, a patent was sealed for improvements in "railway chairs and rails," which will be specified in a few days, that entirely coincides with the views of your correspondent, Mr. Mushet.

GREENHOW'S GEOMETRICAL RAILWAY.—LETTER III.

SIR,—Allow me to explain, that I by no means alluded to Mr. Greenhow, when I made the remark, that "Neither party clearly comprehended the nature of the question before them." The remark bore reference merely to those who have offered their opinions upon the merits of Mr. Greenhow's system. Not having seen Mr. Greenhow's models, and referring to the diagram annexed to Mr. Greenhow's paper of the 18th of February, I was led to suppose that the wheels had an inclination inwards, as well as their spokes, and here I have been in error. I cannot, however, admit, that upon a straight line of railway, the danger and frequency of resilience can ever equal that which is attendant upon a curved line of rails. Upon a straight line of railway there exists no constant force, tending uniformly to bring the flanges of either set of wheels into contact with either line of rails, and hence the wheels can only be occasionally and accidentally brought into contact with either line of rails, by their flanges striking against the sides of those rails. When, however, a curvature exists in the line of railway, the flanges of the wheels, which are running upon the outer line of rails, are necessarily brought into contact with the inner surface of those rails; and when any irregularity, such as a defective joining, causing one rail to project beyond its contiguous rail, occurs, the flange of the wheel strikes this irregularity with a momentum, arising, not only from the momentum of the carriage in its onward course, but, likewise, with the momentum generated by the centrifugal force, and hence the rebound, or resilience, will be greater upon the curved, than upon the straight, line of railway. Were there neither irregularities, nor elasticity, the flanges would then run, grinding against the inner rail, and even cutting it, where the curvature was excessive. Since the spokes only, and not the wheels, are inclined inwards, the conical shape appears to be an improvement of considerable importance; but the liability of breakage must be increased, and, therefore, much additional strength, and, consequently, weight, would become requisite for the conical wheels, more than is sufficient for wheels, as at present constructed.—*R. MUSHET: Coleford, March 30.*

PARSEY'S COMPRESSED AIR ENGINE.

SIR,—"J. S. T." is severe upon Mr. Parsey's invention, but has raised his objections upon a fallacious foundation. "J. S. T." states, "That eight measures of air, when compressed into one, exert, or possess, a certain degree of expansive force."—let us call this force 16 pounds. Again, he says, "Let this quantity of air be compressed into two measures, and the force will be reduced one-half." If so, then the force will be represented by eight pounds. Again, he says, "Let the compressed air occupy four measures, and the expansive force will be reduced to one quarter,"—that is, to one-half of the half of the force—viz., to four pounds. Hence, if the principle be a correct one, it appears, that by doubling the number of measures, we halve the expansive force; therefore, since with four measures the expansive force was equal to four pounds, with eight measures the expansive force must be equal to two pounds, which is absurd, because the air, in this case, is not at all compressed. Therefore, "J. S. T.'s" familiar law is a false one—or, rather, he has misapplied it. The idea of compressing air, so as to exert an expansive force of 1000 pounds upon the square inch, is utterly repugnant to common sense, whilst steam can, at one-tenth, or one-twentieth, of that expansive power, effect all that is required. To employ the expansive force of gunpowder, to propel a carriage, is scarcely more ridiculous. Why not employ the force of a large steel spring, similar to the spring of a watch, to put in motion a railway train? The spring might, from time to time, be wound up by the power of small stationary steam engines, and as watches will go for 24 hours without winding up, why should not a locomotive, furnished with a similar source of power within itself, go for an equal space of time? Those who have seen, and understand the construction of common musical snuff boxes, will readily comprehend how the force of a spring may be made to

communicate to the driving wheels of a locomotive any required degree of velocity; the little fly wheel, or fan, of the box revolving at a rate far greater than would ever be required in railway locomotion.

Coleford, March 30.

R. MUSHET.

COAL MINING ECONOMY.

SIR,—I have perused Mr. Dunn's letters on coal mining operations, in which he lays down as law, how collieries should be worked, and more particularly how they are worked, in the north of England; and appears to come to the conclusion, that the method there adopted is of all others by far the best, and I have no doubt that he has come to those conclusions conscientiously; but, at the same time, I cannot help thinking, that he has gained his knowledge in, and his practice been principally confined to, the northern districts of England. By his description of the "long wall" system, I should expect he had had but little experience in that method of working coal; he has by no means properly described the practice adopted in opening and carrying on the works on that system, and he tells us that the wastes are propped with timber. Now, they are so only temporarily—the timbers being taken out as the works advance, and the same pieces used over and over again. I will now propose a proof of the economy of the different modes. Let Mr. Dunn name the average expense of getting coal per ton, at the pit's mouth, in the Newcastle district, giving the thickness of the vein, and let a Shropshire collier say the average price of a similar vein in that district on the "long wall" system, and where the coal is all cleared out, and none left behind: give us the truth on both sides, and I venture to say, the Shropshire long wall worked coal will be by far the lowest figure. But this is not all; in the Shropshire coal-field you never hear of the awfully wholesale destruction of human life by explosion, which, unfortunately, is the case where coal is not worked in a similar manner; and Mr. Dunn may depend upon it that long work is, of all others, the safest for a fiery colliery, and the most economical for all others.

Blaenavon, March 29.

T. DEAKIN.

THE LATE CORNWALL AND DEVON CENTRAL RAILWAY. TO JOHN HEARLE TREMAYNE ESQ., HELIGAN, CORNWALL.

London, April 3, 1846.

SIR,—Upwards of two months ago, I addressed to you a letter, which commenced thus:—"If the managers of the Cornwall and Devon Central Company believed that their scheme could endure the ordeal of a Parliamentary scrutiny, it would be quite consistent with their duty to the shareholders to persevere with the project; but possessing, as they do, the full knowledge that the plans and sections are most disgracefully inaccurate in every essential particular, and that, unless the Standing Orders be entirely abrogated, they must fail in the first trial, they ought at once honestly to admit the truth, and spare the shareholders any further sacrifice. The utter worthlessness of the documents deposited as the plans and sections of their railway, will be demonstrated if they venture to submit them to the scrutiny of the Standing Orders Committee." I would now ask, if the recent discomfiture has not fully justified every statement I then ventured to make? The predicted consequences are also rapidly hastening to a crisis. It is difficult to understand what vague hope could have stiffened the judgment of the Central committee, and induced them to enter upon a contest and exhibition so hopeless and humiliating. More difficult still is it rationally and honestly to account for the repeated postponements, by them, of the fearful day of trial, which involved the company in such heavy additional expense. The day of reckoning is not now far distant! The shareholders are now fully sensible of the delusion (the mildest term which can be found) that has been practised upon them, and the warnings which have been received by the committee, will be urged in aggravation of their culpability.

Forty thousand pounds squandered in an unauthorised purchase of a worthless railway, and probably as much more, in preparing, under the most imbecile management, for an inglorious defeat, are not circumstances calculated to operate favourably on the minds of the suffering shareholders. They will scarcely sanction the further expenditure of 20,000l. or 30,000l. of their money in opposing other projected lines, with which, a few days since, the Central committee actually offered to incorporate their own. To quote again, from my last letter:—"More reckless expenditure, and complete mismanagement, have rarely, if ever, been witnessed!"

When the scheme came at length before the Standing Orders Committee of the House of Lords, it appeared there denuded of every atom of the extensions recently projected; the line from Falmouth to Exeter, for which the plans and sections were deposited last year, being alone applied for.

To attempt more than can reasonably be expected to be accomplished, furnished strong evidence of defective judgment. If the project be a private one, individual loss only may be sustained; but where the undertaking is public and national, the consequences of such incapacity become serious and extensive. It sometimes happens, that men of ordinary ability, and general business habits, consider themselves equal to undertakings of great magnitude, requiring cool and sound judgment, and more energy and decision than they possess. They are totally incompetent to lead, and too self-important to submit to be taught. When such attempts are made by such parties, the failure may often long be traced in the calamitous results.

A heavy task now devolves upon the committee of that rejected scheme. They will have to determine whether the present measure of responsibility shall suffice, or if the insane counsel, which has hitherto influenced them, shall prevail. The following warning was given by me, in my letter to you of January last:—"Much of the evil may be remedied by timely concession; but if the managers of this railway determine obstinately to go into Parliament, the consequences must rest upon the provisional committee individually." I need not particularise the transactions of Tuesday last, before the Lords' Committee. They will be painfully present to the minds of those who counselled and promoted the inquiry. No bill presented to their Lordships was ever rejected with more marked contempt. A strange fatality seems to have prevailed over this unfortunate concern; for all the declarations which have been made in its favour, from that of the chairman at the City of London Tavern, down to those of the humbler genius, who has imposed his lucubrations upon the public, through the Editor of the *West Briton*, have been signally and directly falsified by the result.

Beyond all this, no hope remains of any future opportunity of atoning for past errors. The public too nicely discriminate in such matters, to permit themselves to be the victims of a second sacrifice. The only Central line, which can now be attempted, is the Great Western and Falmouth Junction. That such a line must be constructed, no one will now venture to question. A line from Falmouth to Plymouth is only an incident, such as the original "comprehensive scheme" of the Central company contemplated, and can in no respect interfere with a direct line from the terminus of the Exeter and Crediton Railway, to a junction with a branch line to Plymouth, at some point between St. Austell and Truro. The sections of the Great Western and Falmouth Junction Railway have just been revised; the result exhibits better gradients, a sixth of the curves, and lighter works in cutting and embanking, than the defective Central line, and a saving of five miles in distance, which, added to the length of the Exeter and Crediton Railway, makes a difference of twelve miles in construction.

I am irresistibly led to the conclusion, that the best interests of Cornwall will be promoted, by the inevitable abandonment of the late Central scheme, and the adoption of the Great Western and Falmouth Junction; which I venture to predict, with the greatest confidence, will ultimately secure the sanction of Parliament. I have the honour to be, &c.,

THOMAS HARVEY.

MINING POLICE REGULATIONS IN BELGIUM.—The Government of Belgium, which is an extensive mining country in coal, iron, and zinc, have passed a law, appointing inspectors of mines, composed of some of the most experienced engineers, to examine the state of the mines throughout the kingdom, monthly or quarterly, as the case may require, and to make their report accordingly to the Minister of Public Works. This precaution, which is highly creditable to the authorities, is to prevent accidents which too frequently occur in mining operations, either by neglect of the miners themselves, or the proprietors of the mines, not having them sufficiently ventilated, and in a secure state for working, without endangering the lives of their employees. The law is very severe on this point, not only by imposing a heavy fine on the mine proprietors, or companies, but imprisonment, if it is proved that the loss of life is caused by their negligence in not keeping the mines in order. Such regulations would be praiseworthy on the part of this Government, as the loss of life in our mines annually is most appalling and affecting.

MUNTZ'S YELLOW METAL.—We understand that the petition in this case, before the Judicial Committee of the Privy Council, at the sitting yesterday, was ordered to stand over for hearing on Monday, the 11th of May next.

GEOLOGICAL MAP OF GWENAP MINING DISTRICT.—Mr. Symonds, of Truro, has just published a map of the parish of Gwenap, which will prove of great utility at the present time, when mining speculation is so considerably on the increase. The map is executed in the first state of lithography—the several sets are distinctly coloured in various tints—the lodes, cross-courses, and alluvial courses, clearly defined—and the strata in which the veins occur separately tinted, as granite, killas, &c. The production is also creditable to the surveyor and the artist, and will be found an excellent map of reference to all engaged in mining pursuits, and particularly to those interested in the Gwenap district. By the way, we do not observe a single stream of water laid down, except as adits; if any exist, capable of working machinery, it appears to us highly important that they should be specified, and their course clearly defined, as a mine must be considered as being rendered more valuable by having such an auxiliary.

PROGRESS OF FRENCH MINING INDUSTRY.

(FROM OUR PARIS CORRESPONDENT.)

The discussion in the Chamber of Deputies on the gigantic amalgamation of the mining companies of the Loire, occupied the whole of Thursday last, but led (as I anticipated) to no other conclusion than was stated in my last week's letter—viz., that the Government would not take measures to put an end to the amalgamation, but would immediately interfere in case the company should raise unreasonably the price of coals, diminish the supply, lessen the wages of the miners, neglect the working of the mines, or commit any other abuse. In the course of Thursday's debate, a deputy mentioned, that the shares of the company, which two months ago were 1080 francs, had fallen to 850 francs, in consequence of the alarm felt at having the amalgamation dragged before the Chambers; but he said, that of course, after the Minister's speech, the price would shoot up again to what it was, even if it did not become greater. This same deputy protested strongly, as mayor of Lyons, and deputy of the Rhone, in his own name, and in the name of 500,000 consumers of coals, of whom he claimed to be the representative, against the company being authorised as a *société anonyme*, and denounced it as a "monstrous monopoly," which had already caused coal to be from 40 to 50 per cent. dearer, and which would make it yet dearer. The celebrated and eloquent De Lamartine followed—and he, too, protested against 10,000,000 of Frenchmen being subjected, for the supply of one of their most imperious wants, to the caprice of a monopolising company. He denounced the amalgamation, as contrary to the law, and called upon the Minister of Justice to execute the law, as it was injurious to the public welfare, and requires to be suppressed by the Minister of the Interior, as in fact an affair of state, and therefore imperatively requiring the interference of all the Ministers. He contended that the price of coal had increased since the amalgamation, and would increase again, and that the wages of the workmen would be diminished from 2½ and 3 francs to 1½ francs, as in the case of the companies of Anzin, which amalgamated some time ago. To the argument, that the basin of the Loire contains only 2,500,000,000 hoc. of coal, and that it should be worked economically and carefully, so as to prevent the supply entirely failing in 50 years, he replied that France possessed 60 basins of coal, of which nobody knew the depth—many of which had never been worked; and that even if coal were to run short in the departments of the Loire, an inexhaustible supply could be obtained in l'Ayeron, l'Allier, Soane et Loire, Le Nord, and other departments. But it may be asked of M. de Lamartine, how it happens, if France has this inexhaustible supply, that her coal is so dear, and that she is obliged to make large importations from England and Belgium? In answer to M. de Lamartine, the Minister of Public Works stated that, if the company followed his advice, it would divide itself into sections, according to the geological limits of the 150 concessions of the mines it had obtained; but he had no power to compel it to do so, though the existing laws armed him with sufficient authority to prevent abuse. As to the increase in the price of coal, which has taken place, he maintained that it was not owing to monopoly, but the excessive demand, as in the case of iron, in which the increase had been from 35 to 40 per cent. He stated that the prefect of the Loire, who had paid great attention to the matter, had reported to him, that thus far no ill effects had arisen from the amalgamation, and the chief engineer of mines had reported to the same effect. Finally, he said it would be an act of injustice and violence for him to introduce a law with a retrospective effect,—but he repeated that he had the power, and would exercise it, of preventing the company from committing any great abuse. Some remarks from other deputies called the Minister of Public Works again to the tribune, but the only new point his speech contained was, that the company had not yet demanded to be constituted in *société anonyme*,—but that, when it did, he should have much to say; for he was far from thinking, that the company could be authorised, as it existed at present. Another deputy having spoken against the amalgamation, but without throwing any new light on the subject, the debate was declared to be closed. There was of course no definitive vote, for the debate had arisen on a simple question. M. F. Delessart, who took part in the discussion, has since given notice of a motion to add to the law on mines these clauses:—"1. No mine actually conceded (or which shall be hereafter conceded) shall be allowed to be united in the hands of a concessionaire of another mine, either as an individual, or as representing a company, without the authorisation of the Government.—2. This authorisation must be given conformably to the forms prescribed for the concession of mines, and be inserted in the *Bulletin des Lois*." These clauses have been ordered to be taken into the consideration of the Chamber on a future day.

The Minister of Public Works has presented a *projet de loi*, for forming a railway from St. Dizier to Gray, instead of a canal, as originally proposed. The great object of this railway is, to enable the iron establishments of the Haute Marne to obtain coal on more reasonable terms than at present. It is believed, that the railway will effect a reduction on the actual cost of coal (60 fr. the ton of 1000 kil.), of one-half, or even two-thirds. The Haute Marne is the richest iron district in France; but, true to the niggardly manner in which Nature has treated this country, as regards mineral wealth, she has deprived it entirely of coal.

Every day iron is coming into more general use. It is now employed in building carriages, which are much admired for lightness, strength, and economy. An association has been formed by the shipowners, and merchants of the south, especially those engaged in the mine trade, to obtain the entire abolition of all duties on iron, and immediate, and eventually total, reduction of the duties on coal.

Some discoveries of important veins of iron ore are said to have been made in the department of La Moselle.

The Furnace Company of Moreaux-sur-Sambre, in Belgium, pays 100 francs per share for 1845. In Belgium great activity prevails in all the iron establishments, and it is said that 40, at least, will be in full operation at the beginning of next month. 175,000 tons of iron are said to be their annual products. Ore has increased considerably in price, and the wages of workmen also; consequently, iron will become much dearer.

Every day the revolution already noticed, as commenced in mining industry, is extending. Almost every company of any mine, or possessing any iron establishment, is proposing to increase its capital, in order to meet the enormous demands that are made upon it. It is the same with regard to coal mines; companies are every day demanding more money, and private individuals, from deficiency of capital, are turning over their concessions to companies. English capitalists really should not allow the present opportunity to pass, of becoming interested in some of the more important of these enterprises. So vast is the demand for coal and for iron, that they cannot possibly fail—while there is every reason to believe that they will attain most splendid riches. All the mines in France pay well; and the iron establishments pay magnificently—witness those of the *Duc de Cayes*. Yet it is almost as certain as anything can be, that their prosperity will become far greater.

From the report of the Government engineer, who examined the works of the Rouen and Havre Railway, it appears, that many bridges will have to be taken down, and that the works generally demand extensive reparations and strengthening. At the meeting of the Paris and Orleans Company, yesterday, a dividend was declared of 32 francs 30 centimes per share, which, with the interest paid, will make 47 francs 30 centimes per share, or, deduction made for the sinking fund, a shade less than 9½ per cent.—Paris, March 31.

LYNNVI IRON COMPANY.—COMMENCEMENT OF OPERATIONS.—The ceremony of opening the new forge took place on Thursday week, when, preliminaries having been arranged, the machinery was set in motion, and the first bar manufactured by Mr. Bowring in excellent style, which circumstance was hailed with the hearty cheers of the assembled multitude. The engine which sets the machinery in motion at the forge has thus been described:—diameter of cylinder, 45 in.—length of stroke, 8 ft.—16 strokes per minute—may be worked low pressure or expansive, or high pressure. Its capabilities are 246-horse power at a pressure of 40 lbs. per square inch, or 185-horse power at 30 lbs. to the square inch. The forge is 27½ ft. in length, and 44 ft. in breadth. It has 12 puddling furnaces, and 8 reheating furnaces. Two mills will be shortly finished, one of which will be a rail mill. The event was celebrated by an excellent entertainment, provided at the Angel Inn, Maesteg, by a committee, who invited C. Bowring, Esq., the resident director; S. W. Mital, Esq.; C. J. Hampton, Esq., of the Maesteg Company; E. Hyde, Esq., of the Spelter Works, and several other gentlemen connected with the neighbourhood. About 24 gentlemen sat down—R. H. Thomas, Esq., in the chair; and Mr. Jones, forge manager, in the vice, who appears to be well qualified for his situation, having held similar ones in the neighbourhood, and in Sweden.—Some horse shoes, and screws, manufactured from bars made at the new forge, were exhibited and greatly admired.—The general prospects of the neighbourhood are represented as of a peculiarly gratifying character.

COMMERCIAL GAS LIGHT COMPANY.—On Wednesday last, 1351 shares were sold for 711 10s., by Mr. Moore, at Garsway's.

Proceedings of Public Companies.

MEETINGS DURING THE ENSUING WEEK.

THIS DAY.....Tretoll Mining Company—offices, at One.
 MONDAY.....South Metropolitan Gas and Coke Co.—Bridge-house Hotel, at Twelve.
 TUESDAY.....Condor Mining Company—at the mine.
 Southampton, Manchester, and Oxford Railway—King's Arms Hotel, Palace-yard, Westminster, at Four.
 WEDNESDAY.....Copper Miners of England—office, at Twelve.
 Atlas Assurance Association—office, at Eleven.
 Chester and Holyhead Railway, office, at One.
 THURSDAY.....Dutch Rhineish Railway—London Tavern, at One.
 Thames, Carrick-on-Suir, Clonmel, and Nenagh Central Tipperary Railway—offices, Dublin, at One.
 Imperial Gas Light and Coke Company—office, at Twelve.
 Licensed Victuallers and General Fire and Life Assurance—London Tavern, at Twelve for One.

[The meetings of Mining Companies are inserted among the Mining Intelligence.]

BRITISH AMERICAN LAND COMPANY.

The annual general meeting of the proprietors in this company, was held at the London Tavern, on Tuesday last, the 31st ultimo.

ALEX. GILLESPIE, Esq., governor, in the chair.
 The Deputy-Governor having read the advertisement convening the meeting, and the minutes of the two former meetings, which were confirmed.
 The CHAIRMAN explained, that they had been informed of a casualty by fire to some of their property, which was not insured, in consequence of the high rate of premium (from 2½ to 3 per cent.), but this information had arrived after the report was printed. The loss was, of course, to be regretted; but it was an old wood-built factory at Sherbrooke, of most awkward construction, which required the whole water power of the stream on which it was built—while in erecting new buildings, they could make available four complete factories, with full water power to each. The following report was read:

REPORT.

The statement of the company's operations, which it becomes the duty of the directors to report on the present occasion, is of a rather less favourable character, in some points of view, than that presented at the last annual meeting. There has been a diminution in the sales of land effected within the year, the amount being 14,125½ acres, for a sum of 8992. 18s. 6d., or 11s. 6d. per acre; while those reported in 1844 were 22,462½ acres, for 14,160l. or 11s. 0½d. per acre. Touching this decrease, the commissioner writes as follows, on the 19th Jan.—"A considerable diminution will be observed in the amount of sales, arising partly from the number of sales it has been found necessary to cancel, and partly from a more rigid scrutiny into the eligibility of purchasers, but principally, I believe, from my absence, from June to December, having greatly reduced the strength of the company's establishment, during the most active period of the year; and from the same cause, the collections of outstanding debts were not as actively followed up, and the receipts of the company are diminished in consequence." The expenditure connected with the new settlement of Metcalf, in the county Roxton, on roads, bridges, mill, and other improvements, was greater than Mr. Galt contemplated, or would have sanctioned in the present state of the company's finances, the amount being 345l. 1s. 3d.; this expenditure, however, is calculated to promote future sales of land; and, on the whole, the affairs of the company in Canada, were improved during the year. The available assets there, on 31st December, 1844, were—cash, 648l.; produce on hand, 719l.; cotton factory shares, 455l.—total, 1822l.; reduced by subsequent remittance London, 277l. (being 250l. sterling), to 1545l. The assets on 31st December, 1845, are—cash, 426l.; produce, 657l.; cotton factory, 500l.; railway shares deposit, 250l.; new land purchased, 100l.; bills and notes, 262l.—making 2195l.

The directors are well aware that Mr. Galt's prolonged stay in this country, connected with the projected railway between Montreal and the Atlantic, would, of necessity, have an injurious effect upon the company's immediate operations, during the period of his absence, but, being altogether satisfied of the important bearing upon the permanent interests of this company, of the success of that enterprise, they did not hesitate to approve of his having undertaken the mission. They were glad also to have the opportunity of communicating with him upon the general affairs of the company, and of impressing upon him the importance of economy in the expenditure, and in the prompt and regular collections of rents, interests, and outstanding debts. In reference to these subjects, the directors have been gratified by receiving from Mr. Galt the following communication, under date of 23d ult.—"Bearing in mind your views with respect to the outstanding debts of the company, I have, since my return, given my principal attention to the measures necessary for ascertaining their value, and providing for their collection. I shall also arrange a system of accounts, to show the respective payments of principal and interest. The court are aware that the principal recommendation of the long credit system, was the supposed facility of obtaining payment. Enough has been done to prove that the plan was good, so far as a means of selling land, but the returns of sales would only be calculated to mislead the court and the proprietors, unless they be accompanied with a corresponding increase in receipts. With the view, therefore, of ascertaining the precise value to be attached to the outstanding debts of the company, I have decided to devote my more exclusive attention during the present season, to a revision of the past sales, compelling payment when practicable, and cancelling those sales which will not be fulfilled, so as at the end of the year I may be enabled to give a somewhat definite statement of the real assets of the company under this head. This investigation is evidently very necessary before continuing to extend the sales on long credit, and I have, therefore, directed the several agents to attend rather to the collection of arrears, than to effecting new sales, which I intend during this year to restrict to parties on whose responsibility no reasonable doubt may rest. This course will, for the present, probably cause a large diminution in the monthly return of sales, and no doubt many past transactions must be cancelled, but looking to the prospective operations of the company, I trust the court will agree with me in believing it to be judicious, if not absolutely necessary. The prospect of obtaining the railway, seems to me also to warrant increased caution in the disposal of the company's property, and to require that their outstanding claims be sifted and arranged, so as to enable the court to judge with accuracy of the means upon which they can rely." The commissioner having drawn the attention of the court to the unfavourable features of his annual statement, adds the following very satisfactory remarks:—"I am happy in being able to speak in terms of satisfaction of the improvement of the town of Sherbrooke, which has certainly advanced in fully as large a ratio as I expected at the close of 1844. A number of respectable mechanics and their families have been added to the population, and many substantial buildings have been erected."

Since closing his report, he reported on the balance of the first instalment on the 500 shares in the St. Lawrence and Atlantic Railway, subscribed for by this company, has been paid in Canada, to meet which Mr. Galt has drawn on the court for 1800l. sterling. This will render necessary the sale of a portion of the Exchequer Bills now held by the company. With reference to this undertaking, the directors feel bound to state, that every communication which they have received has tended more strongly to convince them of its vast importance; not alone with relation to the prosperity of the eastern townships, and the increased value of the company's possessions, but for the preservation of the trade of Montreal, and the general interests of Canada. They feel an earnest hope, that the prospect of obtaining the railway, seems to me also to warrant increased caution in the disposal of the company's property, and to require that their outstanding claims be sifted and arranged, so as to enable the court to judge with accuracy of the means upon which they can rely. The commissioner having drawn the attention of the court to the unfavourable features of his annual statement, adds the following very satisfactory remarks:—"I am happy in being able to speak in terms of satisfaction of the improvement of the town of Sherbrooke, which has certainly advanced in fully as large a ratio as I expected at the close of 1844. A number of respectable mechanics and their families have been added to the population, and many substantial buildings have been erected."

From the statement of accounts, it appeared that the expenses in London for the year had been 5122. 12s. 10d., leaving a balance in the hands of the bankers of 259l. 11s. 6d., and Exchequer bills 4000l. The estimated value of the land, buildings, and moveables in Canada, was 626,619½ acres—equal to 169,426½, and which, with mortgages, securities, produce, &c., amounted to the sum of 230,185l. 12s. 11d.

The adoption of the report having been moved by Mr. GOULD, and seconded by Mr. CLARK, Mr. ROBINSON, the ex-governor of the company, said—Although the report was straightforward as far as it went, it did not give all the information he was desirous of obtaining. Respecting the diminution in the sales of land, he was by no means sorry, as he considered the system of sales on credit, which he acknowledged he supported when in the direction, had altogether proved a failure; they had been threatened with a tax on their unoccupied land, and had endeavoured to shift the burden to the shoulders of the occupiers; he wished to know if this tax had been removed. He considered the unoccupied land, though at present valueless, would ultimately return all the outlay which had been made with interest. He certainly should recommend no further sales, without some security in the shape of deposit. He wished also to know, respecting the properties of Sherbrooke and Port St. Francis, if let, &c.; it did not appear in the report. Respecting Mr. Galt coming to this country last year, on a mission from the railroad directors, he considered he had been wrong in doing so, and leaving his post as the company's commissioner, without first obtaining consent of the directors.

The CHAIRMAN, in explanation, said that some of these observations were answered in the report of Nov. 29. As to the land, Mr. Robinson was right in two points, but there was a third—he would have given land away to induce parties to come in, and lead the way to more extended emigration. The question of the tax had been answered in the report of Nov. 29. A municipal act had passed, in which in future their land, in common with others, would be taxed on fair and equal terms; they had also succeeded in getting rid of all arrears of that tax of which claim had been made. As to the property at Sherbrooke, the report explained it—the foundry, the factory (now burnt), and the houses, were let at moderate rents, and likely to do well; Port St. Francis remained precisely as before. He believed it a failure as to the purposes for which it was intended. The directors considered Mr. Galt had the interests of the company solely in view, and that he was perfectly justified in taking the steps he did with respect to the Montreal and Atlantic Railway, and had he been a month sooner he would have been enabled to have obtained the allotment of all the shares; he, however, delayed to look after the company's interests there. As to the railway itself, he thought in the present aspect of affairs with regard to the Corn Laws, Canada ought to make immediate preparation to carry her flour, grain, and other produce, to the nearest shipping port on the Atlantic, and the construction of a railway would materially benefit all parts of the colony.

Mr. CLARK observed, that it should be borne in mind, that the civil war in Canada had driven the tide of emigration westward, as well as the increase of building and construction of works,—as to such points emigrants would flock; but on the commerce of the eastern townships being developed, and land in Western Canada getting dearer, there was no doubt their lands would find ready sale.—The report and accounts were then adopted;—the directors and auditor going out by rotation were severally re-elected; and a vote of thanks was passed to the chairman—Mr. CLARK observing, they were the more desirous of the gratitude of the shareholders as they laboured, for their interest, through both evil and good report, gratuitously. The meeting then separated.

EXPORTS OF BRITISH AND IRISH MINERALS.

The following is from an account of the exports of the principal articles of British and Irish produce and manufactures, in the 12 months ending 5th Jan., 1846, compared with the exports in the corresponding periods of 1844 and 1845:

	1844.	1845.	1846.
Coals and culm.....	£690,434	£672,056	£970,462
Glass.....	339,918	389,321	356,372
Hardware and cutlery.....	2,745,519	2,179,087	2,194,533
Metals—viz., Iron and steel.....	2,590,833	3,193,298	3,565,486
Metals—viz., Copper and brass.....	1,644,248	1,730,545	1,702,245
Copper and brass.....	351,949	270,344	210,449
Lead.....	110,481	77,893	46,336
Tin, in bars, &c.....	410,067	485,611	614,530
Tin plates.....	213,746	224,656	218,941
Salt.....			

MINE ACCIDENTS.

South Roskear Mine.—While J. Sincok was at work in the 60 ft. level, the timber gave way under him, and he was precipitated a depth of 10 ft.; he escaped with a broken arm, and some bruises.

Tincroft Mine, Camborne.—As two miners were picking out the tamping of a hole which had previously missed fire by the safety fuse, it suddenly exploded, and sadly mutilated Ellis, and slightly injured the other; Ellis had but just recovered from the effects of a previous accident. On the next day, as T. Rule, was working in one of the levels, a scale of ground fell and killed him.

Wheal Rocks Tin Mine, St. Austell.—As Capt. Tonkin was underground, a scale of ground fell and struck him on the back of the neck, and killed him.

Leadson Claywork, St. Austell.—As Abel Uglov was at work underground, a piece of timber fell and crushed him.

St. Just in Penwith, and neighbourhood.—The past week has been almost unparalleled in the number of mine accidents that have happened in this neighbourhood, and in two instances, we regret to say, have proved fatal.—**Penzance Gaz.**

Whitehouse Colliery, Seadown.—J. Laikin fell out of a skip, and was killed.

Tipton Collieries, Chesterfield.—F. Ashmore was killed by a fall of coal.

Alfreton Collieries, Pyebridge.—T. Lee, aged 10 years, was killed here.

Spotland, near Rochdale.—T. Bentley, aged 10 years, was killed by a fall at Messrs. Dearn and Lomax's, Catley-lane Head.

Hanwick Colliery, near Bishop Auckland.—T. Davison was killed by a blow.

Whitfield Colliery, New Durham.—R. Anisley was thrown out of the cage and killed—the ice in the slides had interfered with the free motion of the cage, and led to the accident.

Radcliffe, near Bury.—T. Meadowcroft was killed in Mr. Robinson's Colliery.

Robin Hood Hill, near Whitehaven.—A miner nearly lost his life by falling from a shelving in Mr. White's stone quarry.

Countess Pit, near Whitehaven.—T. Johnson was seriously injured by falling down the Bannock bank.

Garth Quarry, near Maesteg.—E. Rees was killed while at his employ here.

Shutt End Iron-works, Kingswinford.—E. Glover, a moulder, in Mr. Gibson's Works, met with the following horrible death, in a core stove, on Friday, the 27th ult. It appears he had gone, about 11 o'clock at night, into a stove used for drying cores, and had laid down on the sand with some hay for a pillow, he was desired to come out by a fellow workman (Jones), but without effect. At 4 o'clock, Jones went again to his furnace, and his hot iron having burst the top, his whole attention was given to it; one of the men having stated that Glover was again in the stove, assistance was procured, and the melted metal having blocked up the door, in about 7 minutes they broke through a 12 in. wall, when he was got dreadfully burned, and quite dead; he was no doubt asleep when the fluid metal poured in upon him.

Netherton Colliery.—As J. Chambers was engaged drawing the chain over the pulley at Mr. Grazebrook's pit, the lash suddenly broke, and drew him over the pit, down which he fell a depth of 90 yards, and was killed on the spot.

Willenhall.—J. Leanington having prepared a blast in Mr. Sparrow's Colliery, and fired the train, got into the skip, and was nearly drawn to the top as usual, when the explosion was so great, that a large stone was thrown up the shaft, upset the skip, and he fell 40 yards to the bottom, and was killed.

Hathershaw Moor Colliery, Rochdale.—A. Ashworth was killed by a fall of roof.

Rabbit Holes Colliery, Staleybridge.—J. Andrew was killed by a fall of roof; several others had a narrow escape—one, Wilkinson, was slightly injured.

CAPTAIN KRAMER, OF THE BARQUE WILHELM, CURED OF A DREADFUL SCORBUTIC COMPLAINT BY HOLLOWAY'S OINTMENT AND PILLS.—In this astonishing case the whole of the body and legs were covered with lumps nearly the size of Tomquill beans, and had been so for the last three years; surprising to relate, this terrible disease completely disappeared from the system in the course of a month, by having large quantities of the ointment well rubbed in every night and morning, and taking the pills in copious doses. This cure is known to many respectable people, as the vessel was discharging her cargo in the Thames only about a fortnight since.—Sold by all druggists; and at Professor Holloway's establishment, 244, Strand, London.

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[Signed] H. E. 1846.